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# Analysis of Distributions of Visual Meteorological Conditions (VMC) Heliport Data

Christopher J. Wolf

March 1990

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## EXECUTIVE SUMMARY

The Federal Aviation Administration (FAA) Technical Center's Visual Meteorological Conditions (VMC) project was designed to provide data for the validation of the Heliport Design Advisory Circular (AC 150/5390-2) visual approach/departure surface criteria. Procedures for the analysis of data collected during this project were specified by the Design and Operations Criteria Division, AAS-100. These procedures are based on an assumption of the Gaussian, or Normal, distribution. The results from the VMC project, based on the assumption of Normal data, are documented in DOT/FAA/CT-TN87/40, "Heliport Visual Approach and Departure Airspace Tests," by R. Weiss, et al..

During the data reduction and analysis phase of the VMC project, questions were raised as to validity of the assumption of the Normal distribution for the characterization of VMC data. This report documents an effort undertaken to look at the VMC data for the purpose of drawing conclusions about the proper distributional assumption. Several different procedures were used to test the original assumption. A graphical method for determining the potential underlying distribution employing the Pearson Product Moment Plane was used. Along with this graphical method, the Chi Square Goodness of Fit Test was also used on the original data. Both methods yielded the same results, in effect, that the assumption of Normalcy were not indicated for these data. The Chi Square test only provided information for the rejection of the assumed model. The Pearson Product Moment Plane tests yielded information on potential distributional assumptions for the VMC data. The majority of the data seemed to exhibit characteristics of some form of the Beta distribution. Along with this distribution, the Gamma distribution also became a candidate distribution based on the positioning of data on the Pearson Plane.

The final part of this effort was a comparison of  $10^{-7}$  envelopes based on the original assumption of Normalcy, and the new assumptions of the Beta or Gamma distributions. From this comparison, the new distributional assumptions provided a better fit to the data. The use of the Normal distribution provided too conservative an estimate for airspace consumption and the other parameters. Along with the comparison data, the very nature of the two new distributions indicate a better fit to the VMC data than does the Normal distribution.

## INTRODUCTION

### PURPOSE.

During the data reduction and analysis phase of the Visual Meteorological Conditions (VMC) project, there were indications that the data were not Normally distributed. Moreover, indications were that the violation of the Normalcy assumption could lead to overly conservative probability statements. The analysis documented here was performed to shed more light on what distributions, other than Normal, were applicable to the VMC data.

### BACKGROUND.

The Federal Aviation Administration (FAA) Technical Center's VMC project was designed to provide data to be used to validate the Heliport Design Advisory Circular (AC 150/5390-2) visual approach/departure surface criteria. The data collected during this project were analyzed using procedures specified by the Design and Operations Criteria Division, AAS-100, requirements. These procedures are based on an assumption of a Gaussian, or Normal, distribution. In addition to the distributional assumption, a target level of safety of 1 in  $10^{-7}$  was assumed. While there is some question as to the applicability of the target level of safety to VMC data, it was used in this investigation. The results from this project, based on an assumption of the Normal distribution, are documented in DOT/FAA/CT-TN87/40, "Heliport Visual Approach and Departure Airspace Tests," by R. Wiess, et al. During the original tests, questions were raised as to the validity of an assumption of the Normal distribution to characterize VMC approach and departure data. The analysis documented in this report was undertaken in an effort to look at the VMC data for the purpose of drawing conclusions about what distributional assumption should be made.

## DISCUSSION

### TESTS FOR NORMALCY.

The first step in this investigation was determining if the Gaussian (Normal) distribution was the underlying distribution for analysis of the VMC data. In determining the applicability of the Normal distribution two different methods were used. The first method was a graphical process for the determination of the potential distribution of the given sample data. This process made use of the Pearson Product Moment Plane. The second method used a mathematical procedure based on the probability of rejecting the assumption of a specific distribution to represent the sample data. This procedure is known as the Chi Square Goodness of Fit Test (reference 1).

PEARSON PRODUCT MOMENT PLANE. The Pearson Product Moment Plane (reference 1), as shown in figure 1, is a plot of the (B1,B2) plane that correspond to various Pearson type distributions. The regions shown in figure 1 and their corresponding distributions are shown in table 1.

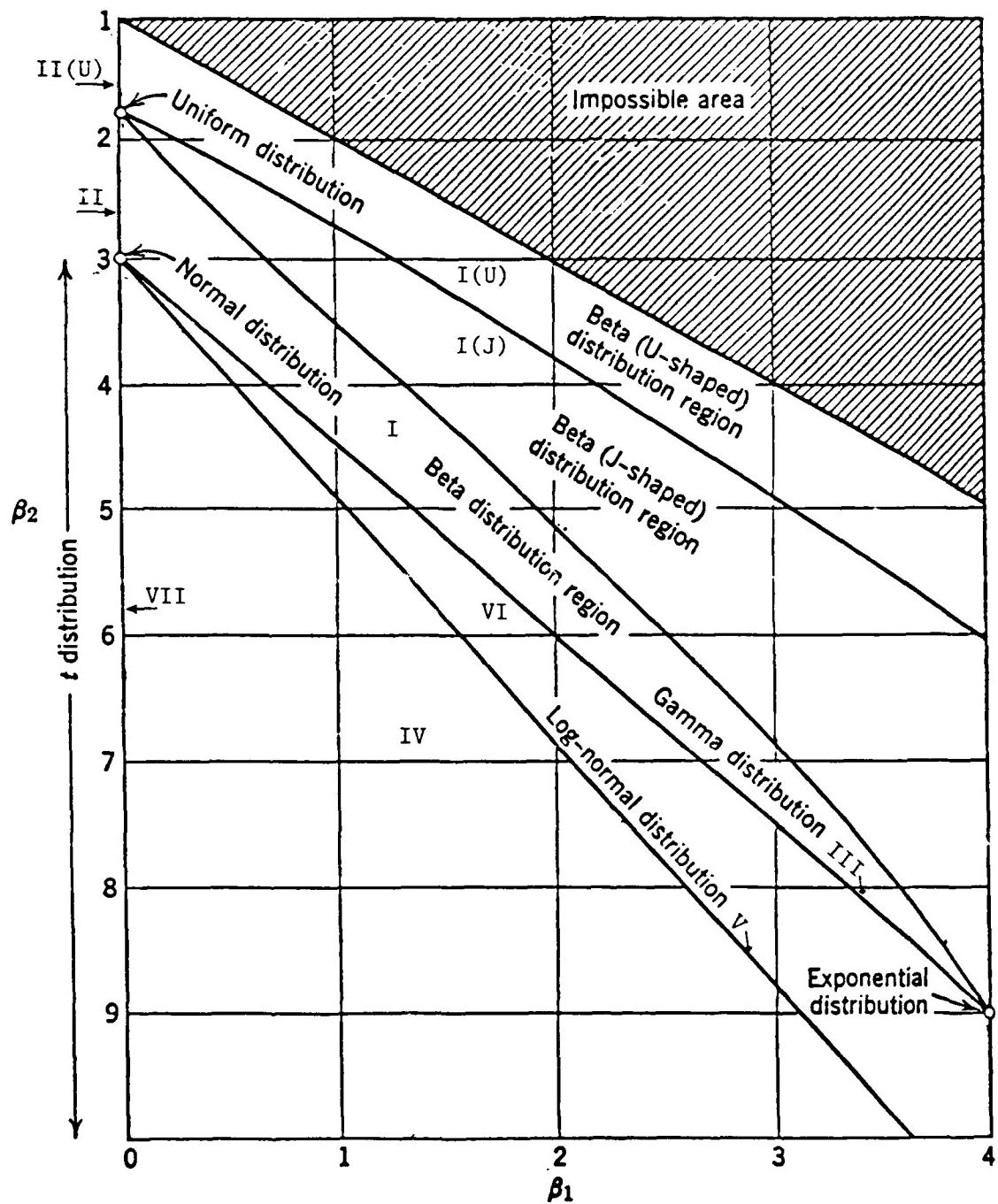


FIGURE 1. PEARSON PRODUCT MOMENT PLANE

TABLE 1. REGIONS OF THE PEARSON PRODUCT MOMENT PLANE

<u>Region</u>	<u>Distribution</u>
I	Beta
I(J)	J Shaped Beta
I(U)	U Shaped Beta
II	Pearson Type II
II(U)	U Shaped Pearson Type II
III	Gamma
IV	Pearson Type IV
V	Log-Normal
VI	Pearson Type VI
VII	Student's t
B1=0, B2=3	Gaussian (Normal)
B1=0, B2 Approx 1.8	Uniform
B1=4, B2 Approx 9.	Exponential

The first step in using the Pearson Plane is obtaining the values for the (B1,B2) coordinate pairs to plot on the plane. B1 is defined as the square of the skewness of the sample data, and B2 as the kurtosis of the sample data. Expressed mathematically, B1 is:

$$B1 = (A3)^2 = (M3/(S^3))^2$$

where

A3 is the moment coefficient of skewness  
 M3 is the third moment about the sample mean  
 S is the sample standard deviation

and

$$M3 = M3' - 3*M1'*M2' + 2*(M1')^3$$

where

M3' = SUM(X<sup>3</sup>)/N is the third moment about zero  
 M2' = SUM(X<sup>2</sup>)/N is the second moment about zero  
 M1' = SUM(X)/N is the sample mean

and

$$S = (N/(N-1))*(M2' - (M1')^2)$$

N is the number of samples.

B2 is expressed as:

$$B2 = A4 = M4/(S^4)$$

where

A4 is the moment coefficient of kurtosis  
 M4 is the fourth moment about the sample mean

and

$$M4 = M4' - 4*M1'*M3' + 6*(M1')^2*M2' - 3*(M1')^4$$

where

M4' = SUM(X<sup>4</sup>)/N is the fourth moment about zero.

Once a (B1,B2) coordinate pair is developed for each data ensemble, it is then possible to plot these values to see in what region of the Pearson Plane they lie. To speed up the process of identifying distributions, the governing

equations representing lines which segment the Pearson Product Moment Plane were implemented in Fortran 77 on a Digital Equipment Corporation VAX-11/750 minicomputer. A separate program was developed to compare the (B1,B2) coordinate pairs to the Pearson Plane. The computer program is exact in that for a coordinate pair to be identified as coming from a particular distribution, the pair must be within the boundaries for a particular region or lie exactly on a particular line or point. In the theory governing the use of the (B1,B2) plane, however, if the point falls sufficiently close to any point, line, or region of the plane that has an associated distribution this distribution may also be used to represent the data.

CHI SQUARE GOODNESS OF FIT TEST. The Chi Square Goodness of Fit Test (reference 1), can be applied to the assumption of any distribution as the model for a given set of sample data. Since the assumption of a Normal distribution was being questioned, the Chi Squared Test was applied using a Normal distribution model.

In general, the given sample data is divided into cells. The number of data points actually occupying each cell is compared to the expected number of points for that cell. From these comparisons, a test statistic which follows a Chi Square distribution is calculated. The probability of obtaining a value as large as the test statistic is then determined.

The procedures used in the Chi Square Test are as follows (reference 1):

a. Calculate the unknown parameters for the assumed model. For the Normal distribution, these parameters are the mean and standard deviation.

b. The number of cells to be used are then determined. Ideally the number of points per cell is 5, which yields the number of cells as  $N/5$  (the number of points divided by 5).

c. The cell boundaries,  $x_1 \dots x_k$ , are determined from the cumulative distribution function (CDF) of the assumed model. Since this test was performed on a VAX 11/750 minicomputer, it was necessary to calculate boundaries using a standardized form of the Normal distribution. The boundaries were then converted to the type of the original data. The governing equation for obtaining boundaries relative to the original data is:  $x_k = (X_{\text{boundary}} * \text{sdev}) + \text{mean}$ . To obtain the boundaries as standardized variates, the probability of obtaining a value  $X \leq x_k$  was used. These probabilities are calculated as follows:

$$\Pr\{x \leq x_1\} = 1/k, \dots, \Pr\{x \leq x_k\} = (k-1)/k.$$

d. The number of actual data points that lie within the boundaries of each cell is then counted.

e. The test statistic, CHSQ, is then computed by summing the square of each observed frequency, then multiplying by the number of cells divided by the number of data points, and then subtracting the number of data points. Mathematically:

$$CHSQ = ((k/N) * (U_1^2 + \dots + U_k^2)) - N$$

where

$U_1 \dots U_k$  are the observed frequencies for each cell.

k is the number of cells

and

N is the number of points.

f. The degrees of freedom for a Chi Square distribution is then determined as follows:

$$v = k - r - 1$$

where

v is the degrees of freedom

k is the number of cells

r is the number of parameters estimated from the sample data.

g. The probability of obtaining a value as large as CHSQ is then determined using the Chi Square distribution equation.

#### ALTERNATE DISTRIBUTIONS.

While the Normal distribution is a versatile model for representing populations, it does have certain areas in which it is questionable to apply it. The Normal distribution by its nature is symmetrical and unbound. When data are asymmetrical, or bound on one or both ends, or some combination of the previous, two other distributions may be more applicable. These distributions are the Gamma distribution and the Beta distribution. The Gamma distribution, by its nature, is bound only on one end. The Beta distribution is bound on both ends, representing an interval. These distributions were selected as possible alternates to the Normal distribution, from the results of the Pearson Product Moment Plane tests, which will be discussed later in this paper. While the selection of some form of Beta distribution is easily supported from the results of the (B1,B2) plane tests, the reasoning for the added use of the Gamma distribution is less direct. Many of the points identified as beta on the plane lie very close to the line representing the gamma distribution. From the theory governing the plane, it is possible, therefore, to use the Gamma distribution in place of the Beta distribution, if necessary.

GAMMA DISTRIBUTION. The Gamma distribution is a distribution having a probability density function of the form:

$$P_X(X) = \frac{(x^{(a-1)} * (e^{-x/b}))}{(b^a * (\Gamma(a)))}$$

where

a is the Gamma distribution shape parameter

b is the Gamma distribution scale parameter

and

$\Gamma()$  is the Gamma function.

The Gamma function is defined as:

$$\Gamma(a) = \int_0^{\infty} x^{(a-1)} e^{-x} dx.$$

The Gamma CDF is:

$$F(x; a, b, z) = \begin{cases} \frac{\int_z^{\infty} (x-z)^{a-1} e^{-(x-z)/b} dx}{b^a * \Gamma(a)} & x \geq z, a > 0, b > 0 \\ 0 & \text{elsewhere.} \end{cases}$$

Using the transformation equations:

$$t = x - z \quad \text{and} \quad dt = dx$$

the CDF becomes:

$$F(x; a, b) = \begin{cases} \frac{\int_0^x t^{a-1} e^{-t/b} dt}{b^a * \Gamma(a)} & t \geq 0, a > 0, b > 0 \\ 0 & \text{elsewhere.} \end{cases}$$

To use these equations, it is necessary to first obtain estimates for  $z$ ,  $a$ , and  $b$ . Using the following equations, it is possible to determine estimates for these values.

$$a = \frac{4*B_2 - 2}{3*B_1}$$

$$b = \frac{sdev}{a^{.5}}$$

and

$$z = \text{Mean} - a*b$$

where

Mean is the sample mean

and

sdev is the sample standard deviation.

BETA DISTRIBUTION. The Beta distribution is a family of distributions having probability density functions of the form:

$$P_X(X) = \frac{(1/B(p,q)) * ((X-X_1)^{(p-1)}) * ((X_u-X)^{(q-1)})}{((X_u-X_1)^{(p+q-2)})}$$

where

$B(p,q)$  is the Beta function

$p, q$  are the beta distribution shape parameters

$X_1$  is the lower limit of the beta range

$X_u$  is the upper limit of the Beta range

and

$P_X(X)$  is the probability that  $x$  has the value  $X$

and is used to describe random variates that vary over an interval. The Beta CDF, also referred to as the Incomplete Beta function, is:

$$F(x; p, q, X_1, X_u) = \frac{1}{B(p, q)} \int_{\min(X_1, x)}^{\max(X_u, x)} \frac{(x-X_1)^{p-1} * (X_u-x)^{q-1}}{(X_u-X_1)^{p+q-2} * (X_u-X_1)} dx \quad \begin{matrix} x < X_1 \\ x > X_u \end{matrix}$$

Using the transformation equations

$$t = (x-X_1)/(X_u-X_1) \quad \text{and} \quad dt = dx / (X_u-X_1)$$

the above CDF becomes

$$F(x; p, q) = \frac{1}{B(p, q)} \int_0^{\min(1, x)} t^{(p-1)} * (1-t)^{(q-1)} dt \quad \begin{matrix} x < 0 \\ 0 \leq x \leq 1 \\ x > 1 \end{matrix}$$

To use the above equations it is necessary to estimate values for  $X_u$ ,  $X_1$ ,  $p$ , and  $q$ . The following formulas are used to determine these estimates.

$$\begin{aligned} r &= 6*(B_2 - B_1 - 1) / (6 + 3*B_1 - 2*B_2) \\ p, q &= .5r(1 \pm (r+2)[B_1((r+2)^2*B_1 + 16*(r+1))^{-1}]^{.5}) \end{aligned}$$

and

$$p \Leftrightarrow q \text{ if } (B_1)^{.5} \times 0$$

also

$$\begin{aligned} (X_u \cdot X_1) &= .5 (M_2)^{.5} ((r+2)^2 B_2 + 16(r+1))^{.5} \\ M_1 &= X_1 + ((X_u - X_1) * p) / (p+q) \\ M_2 &= (X_u - X_1)^2 * p * q / ((p+q)^2 * (p+q+1)) \end{aligned}$$

#### COMPARISON OF NEW DISTRIBUTIONS TO FLIGHT TEST DATA.

In the preceding two sections, two new distributions were defined. These distributions were applied to the data collected during the VMC approach/departure tests. Comparison of the new distribution to the assumption of Normalcy was achieved using a target level of safety of  $10^{-7}$ . In respect to the Normal distribution, this results in an envelope constructed about the mean by multiplying the sample standard deviation by six and then adding and subtracting this value from the mean. To apply this level of safety to the Beta and Gamma distributions, it was necessary to determine the range of the data that would correspond to this level of safety. This was achieved by estimating the parameters of both distributions, then applying the distributional equations in reverse. Since a probability interval of 99.99999 percent was required, the equations for the distributions were used assuming probabilities of 99.999995 percent and 0.000005 percent, and then converting the resulting position to the

realm of the original VMC data. The resulting end points were considered representative of 99.9999 percent probability limits. The results were then graphically presented in comparison with the results from analyzing the data with an assumption of normalcy.

There were two criteria for using the Gamma distribution instead of the Beta distribution for the comparison plots. The first criteria was if it was found to be impossible to define the parameters describing the Beta distribution from the method used in this analysis, the Gamma distribution was substituted. The second criteria was if the  $10^{-7}$  range for the Beta distribution was determined to be unreasonably large, then the Gamma distribution was substituted. If it was impossible to determine the Gamma distributions parameters or if its associated  $10^{-7}$  range was found to be unreasonably large, then no alternate distribution was to be used, and only the Normal distribution's  $10^{-7}$  envelope was represented at that bin range.

## RESULTS

### PEARSON PRODUCT MOMENT PLANE.

The original data from the VMC approach/departure tests was submitted to two different FORTRAN programs, both based upon the Pearson Product Moment Plane. The first program compared the values of B1 and B2 to the boundary regions on the plane to identify the most probable underlying distribution of the data. The resulting identifications were then counted and presented in tabular form. The results of this program for all the aircraft data taken as a whole is shown in table 2. The results for the UH1, S76, and OH6 are shown in tables 3, 4, and 5, respectively. It can be seen from these tables that the Normal distribution was never implied as the distribution representing any of the data. The Beta distribution, in all its forms, was the predominate representative distribution for the data, with various Pearson type distributions following. These results were the first concrete indications that Normalcy was not applicable to the VMC data.

The second analysis program was graphical in nature. It was a plot of the Pearson Product Moment Plane with the data for each parameter plotted on the plane. Appendix A contains the plots for the UH-1, appendix B contains those for the S-76, appendix C the OH-6, and appendix D those for all aircraft taken together. Although this test is really just another form of the previous test, it provides additional insight in the results of the first test. The graphs presented in the appendixes show graphically that the data tends not only to be Beta in nature, but that a majority of the VMC data lies on the (B1,B2) plane far enough from the Normal distribution, that the assumption of Normalcy is invalid. This tendency held true not only for the data taken on an individual aircraft basis, but also occurred when the data were combined and taken as a whole.

### CHI SQUARE GOODNESS OF FIT TEST.

The VMC data, after being tested with the Pearson Product Moment Plane, was then subjected to the Chi Square test. As before, data were not only taken on an individual aircraft basis, but also as a whole. The results of this test are given in appendixes E, F, G, and H. UH-1 results are shown in appendix E, S-76

TABLE 2. ANALYTICAL RESULTS FROM PEARSON PRODUCT MOMENT PLANE TESTS FOR  
ALL AIRCRAFT

AIRCRAFT: ALL  
VMC DISTRIBUTION TEST  
DATE -- 19-APR-1938 14:47:54.76

PARAMETERS	NORMAL		UNIFORM		STUDENTS		U		J		SHAPED		U		PEARSON--	
	t	BETA	BETA	BETA	GAMMA	EXPONENTIAL	II	III	IV	V	NORMAL	LOG	IMPOSSIBLE	OFF	U	SHAPED
CROSSTRACK POSITION	0	0	0	195	60	92	0	0	1	53	5	0	0	14		
ALTITUDE	0	0	0	243	57	87	0	0	0	18	10	0	0	5		
CROSSTRACK VELOCITY	0	0	0	233	59	63	0	0	2	36	11	0	0	11		
ALONGTRACK VELOCITY	0	0	0	266	62	77	0	0	2	7	2	0	0	4		
VERTICAL VELOCITY	0	0	0	266	54	57	0	0	1	31	8	0	0	3		
GROUND SPEED	0	0	0	275	59	72	0	0	2	8	2	0	0	2		
ALONGPATH SPEED	0	0	0	275	59	75	0	0	3	4	2	0	0	2		
ANGULAR POSITION	0	0	0	248	50	84	0	0	2	20	10	0	0	1		
ANGULAR ERROR	0	0	0	248	50	84	0	0	2	20	10	0	0	1		
ALTITUDE ERROR	0	0	0	244	57	85	0	0	1	18	10	0	0	0		

TABLE 3. ANALYTICAL RESULTS FROM PEARSON PRODUCT MOMENT PLANE TESTS FOR  
THE UH-1

AIRCRAFT: UH1  
WAC DISTRIBUTION TEST  
DATE -- 19-APR-1988 14:47:29.25

PARAMETERS	NORMAL		UNIFORM		STUDENTS	t	PEARSON		IMPOSSIBLE		OFF	
	U	J	U	J			SUPE	SUPE	SHAPED	SHAPED	LOG	IMPOSSIBLE
CROSSTRACK POSITION	0	0	0	0	36	2	42	0	0	0	25	3
ALTITUDE	0	0	0	0	83	1	17	0	0	0	6	2
CROSSTRACK VELOCITY	0	0	0	0	77	7	11	0	0	0	8	1
ALONGTRACK VELOCITY	0	0	0	0	89	4	13	0	0	0	1	0
VERTICAL VELOCITY	0	0	0	0	87	4	8	0	0	0	9	1
GROUND SPEED	0	0	0	0	90	4	18	0	0	0	1	0
ALONGPATH SPEED	0	0	0	0	38	5	19	0	0	0	2	0
ANGULAR POSITION	0	0	0	0	82	1	16	0	0	0	6	1
ANGULAR ERROR	0	0	0	0	89	0	16	0	1	1	6	1
ALTITUDE ERROR	0	0	0	0	88	1	17	0	0	0	2	1

TABLE 4. ANALYTICAL RESULTS FROM PEARSON PRODUCT MOMENT PLANE TESTS FOR THE S-76

AIRCRAFT: S76  
VMC DISTRIBUTION TEST  
DATE -- 19-APR-1983 14:47:40.45

TABLE 5. ANALYTICAL RESULTS FROM PEARSON PRODUCT MOMENT PLANE TESTS FOR THE OH-6

AIRCRAFT: OH-6  
WMC DISTRIBUTION TEST  
DATE -- 19-APR-1983 14:47:54.43

in appendix F, OH-6 in appendix G, and all aircraft in appendix H. Tables 6, 7, 8, and 9 summarize the results of the Chi Square Test. These tables show the number of points and percent of total points that showed probabilities of Normalcy greater than or equal to 50 percent. Examination of these tables shows that very few points had probabilities as high as 50 percent. By examining the tables presented in appendixes E through H, it is seen that the majority of points exhibited probabilities of between 0 and 5 percent. These results show that the assumption of the Normal distribution as the underlying distribution is invalid.

#### COMPARISON OF NEW DISTRIBUTIONS TO FLIGHT TEST DATA.

Graphical presentations of comparisons of the statistics based on a Normal distribution with those of the Gamma and Beta distributions are shown in appendixes I, J, K, and L. Because estimates for Beta and Gamma distributions were not obtainable at all bin points, not all bins have representational limits and may cause the plots and results to appear inconclusive. To obtain estimates at all bin ranges would have required the use of the method of matching moments. This method requires considerably more time both in initial mathematical expression development and computer modeling and program execution. Because of time constraints and availability of resources, it was determined that as an initial investigation of the distributional characteristics of the VMC data the approach outlined in this report would suffice.

The range limits, for the points represented by the Beta distribution, tend to fall inside the envelope obtained using the Normal distribution. In most cases, a difference of more than 100 feet was achieved. The Gamma distribution range limits, although skewed compared to the Normal, also represent a reduction of the envelope, albeit not as dramatic as the Beta distribution.

Figures 2 through 9 present the results for each approach and departure angle and type. Each figure presents data for all three approach or departure angles. Figure 2 shows the results for crosstrack position in feet (ft) vs. bin range (ft) for straight in approaches. Figure 3 presents the results for altitude (ft) vs. bin range (ft) for straight-in approaches. Figure 4 shows the results for crosstrack position (ft) vs. bin range (ft) for straight segment curved approaches. Figure 5 shows the results for altitude (ft) vs. bin range (ft) for straight segment curved approaches. Figure 6 shows the data for crosstrack position (ft) vs. bin range (ft) for straight out departures. Figure 7 shows the

TABLE 6. CHI SQUARE TEST RESULTS FOR ALL AIRCRAFT DATA

<u>Parameter</u>	<u>No. of Points</u>	<u>Percent of Total Points</u>
Crosstrack Position	41	5.11
Altitude	19	2.37
Crosstrack Velocity	41	5.11
Along-track Velocity	12	1.50
Vertical Velocity	23	2.87
Groundspeed	34	4.24
Along Path Speed	50	6.23
Angular Error	15	1.93
Altitude Error	19	2.37
Angular Position	16	2.06

TABLE 7. CHI SQUARE TEST RESULTS FOR UH-1 DATA

<u>Parameter</u>	<u>No. of Points</u>	<u>Percent of Total Points</u>
Crosstrack Position	33	11.58
Altitude	15	5.26
Crosstrack Velocity	18	6.32
Along-Track Velocity	12	4.21
Vertical Velocity	14	4.91
Groundspeed	19	6.67
Along Path Speed	16	5.61
Angular Error	12	4.33
Altitude Error	15	5.26
Angular Position	13	4.69

TABLE 8. CHI SQUARE TEST RESULTS FOR S-76 DATA

<u>Parameter</u>	<u>No. of Points</u>	<u>Percent of Total Points</u>
Crosstrack Position	6	2.29
Altitude	3	1.15
Crosstrack Velocity	22	8.40
Along-Track Velocity	0	0.00
Vertical Velocity	9	3.44
Groundspeed	15	5.73
Along Path Speed	14	5.34
Angular Error	2	0.79
Altitude Error	3	1.15
Angular Position	2	0.79

TABLE 9. CHI SQUARE TEST RESULTS FOR OH-6 DATA

<u>Parameter</u>	<u>No. of Points</u>	<u>Percent of Total Points</u>
Crosstrack Position	2	0.78
Altitude	1	0.39
Crosstrack Velocity	1	0.39
Along-Track Velocity	0	0.00
Vertical Velocity	0	0.00
Groundspeed	0	0.00
Along Path Speed	0	0.00
Angular Error	1	0.40
Altitude Error	1	0.39
Angular Position	1	0.40

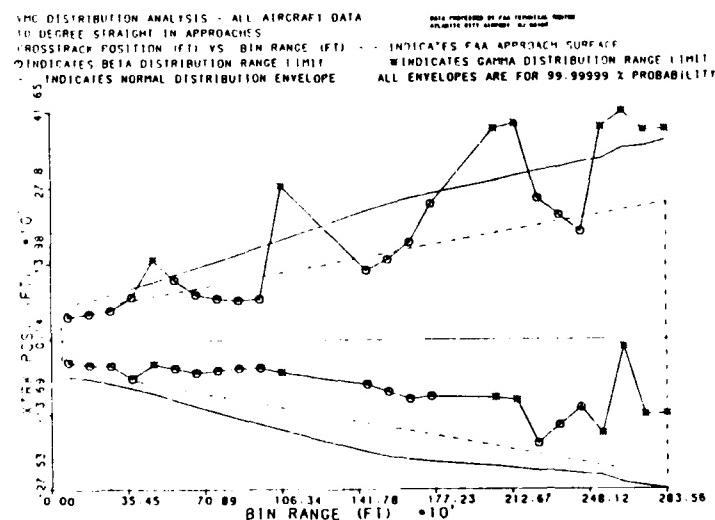
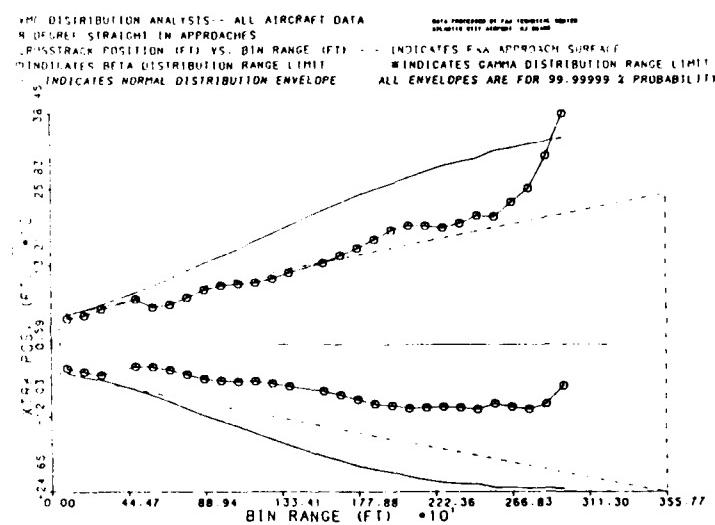
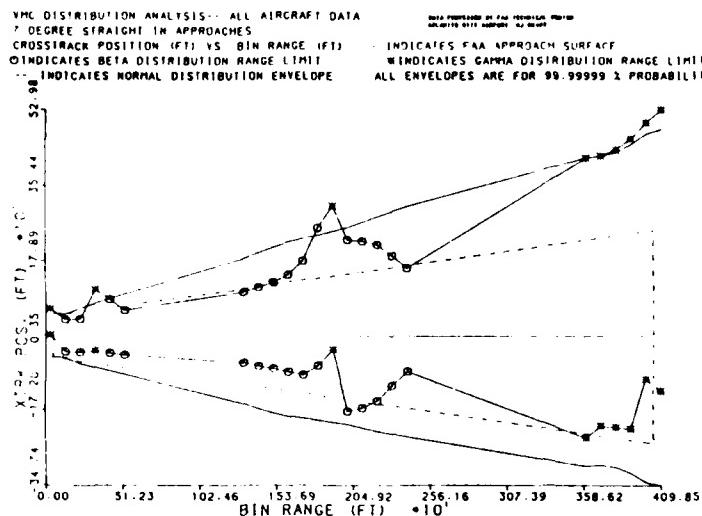


FIGURE 2. CROSSSTRACK VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR STRAIGHT-IN APPROACHES

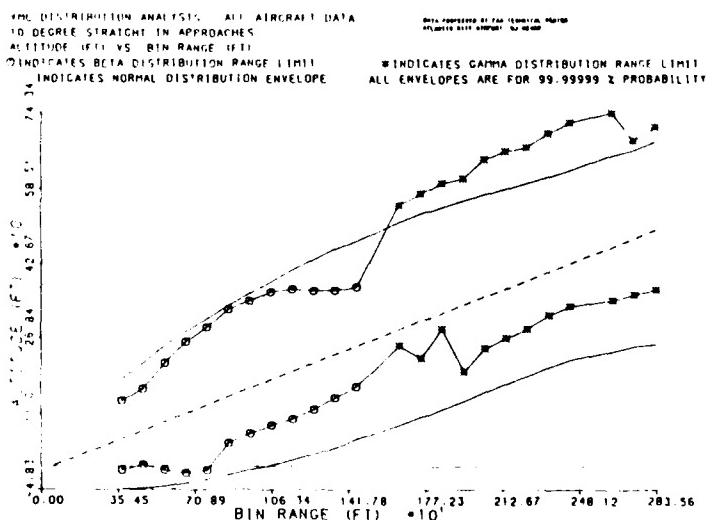
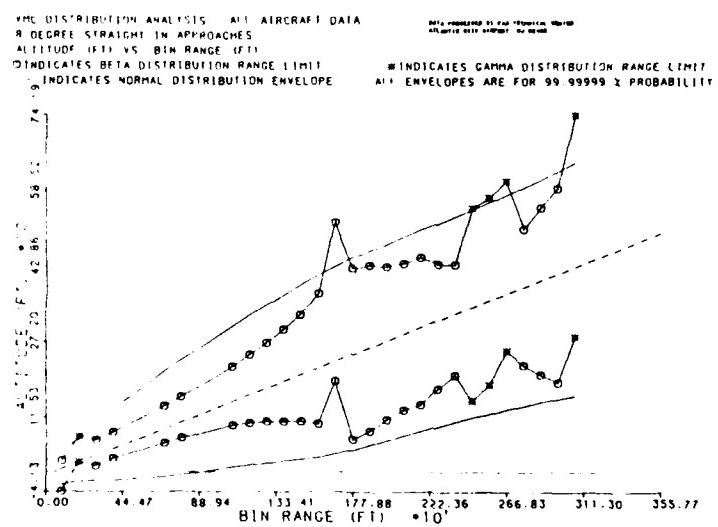
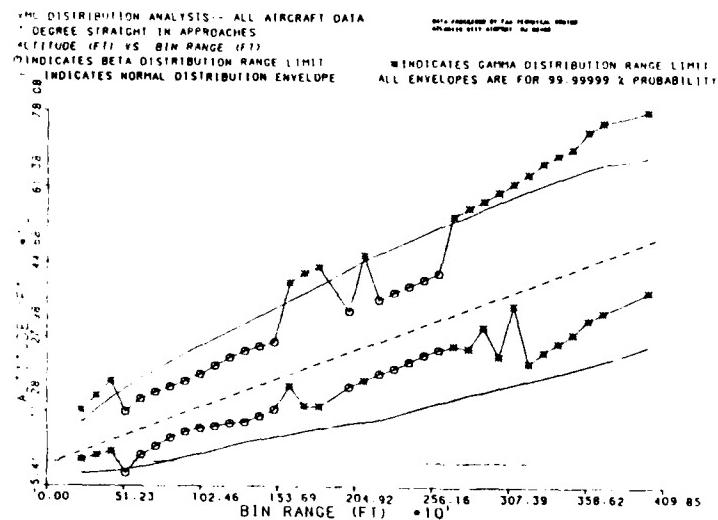


FIGURE 3. ALTITUDE VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR STRAIGHT-IN APPROACHES

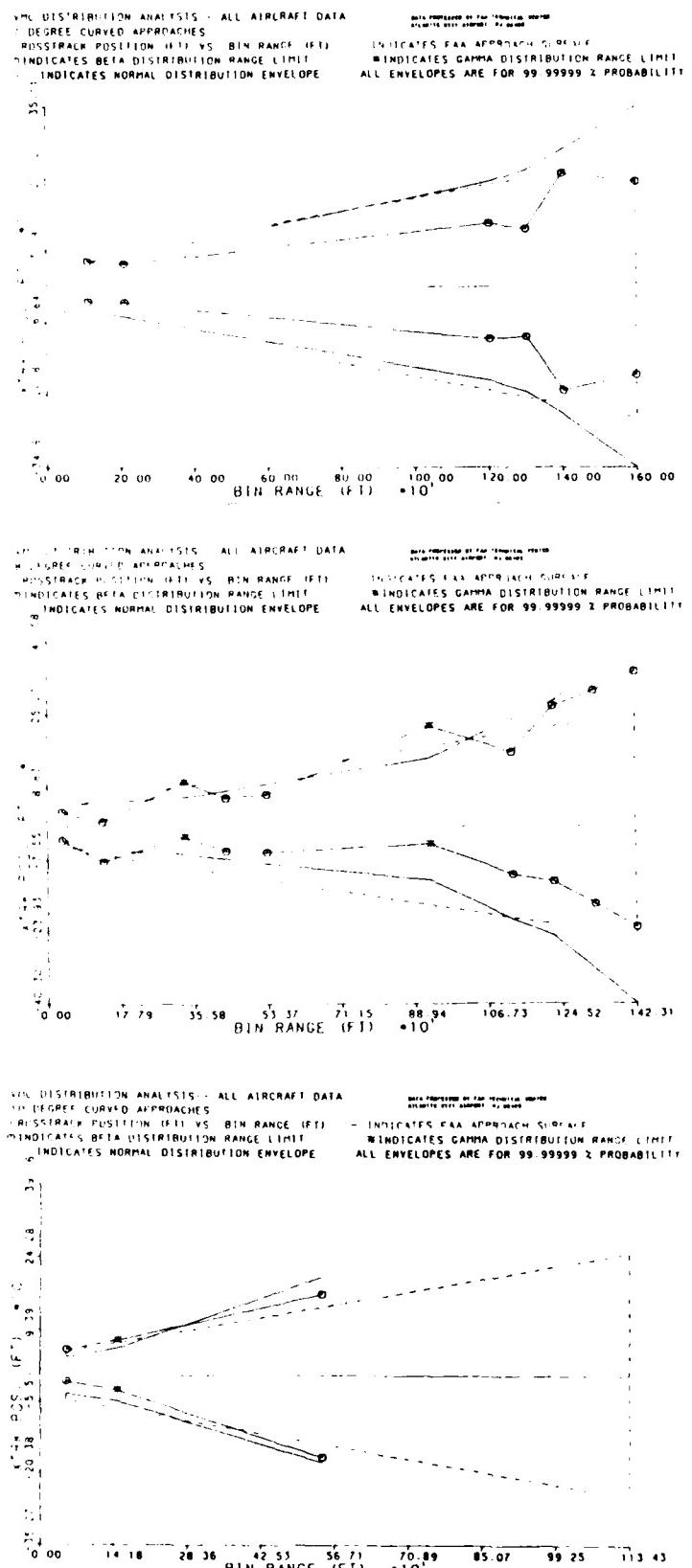


FIGURE 4. CROSSTRAK POSITION VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR CURVED APPROACHES

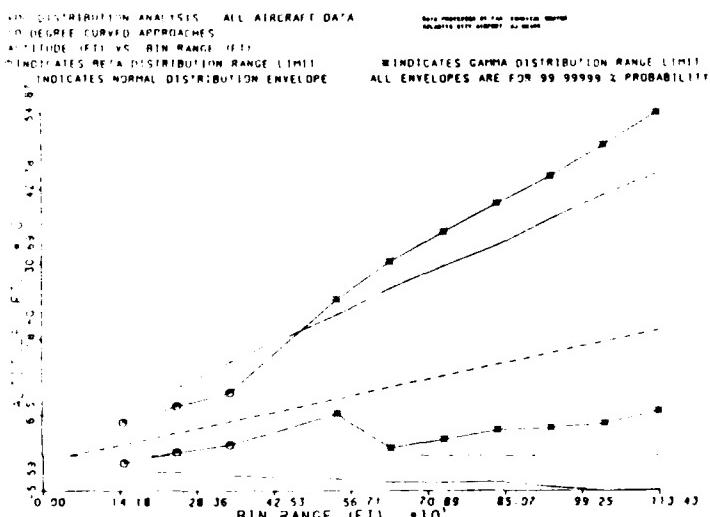
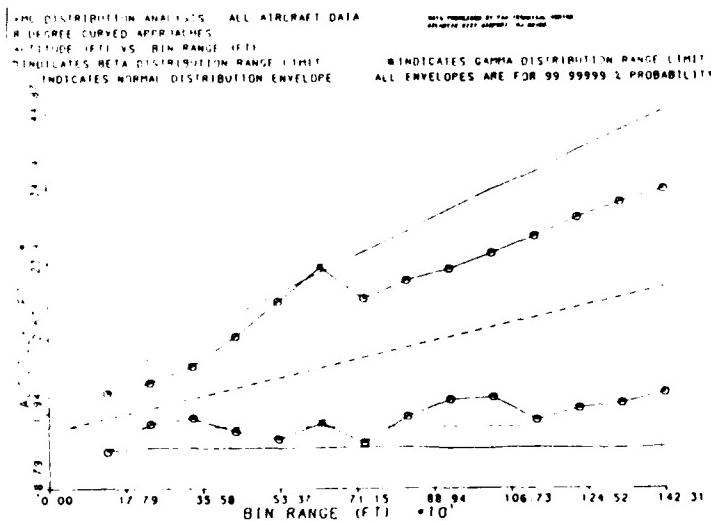
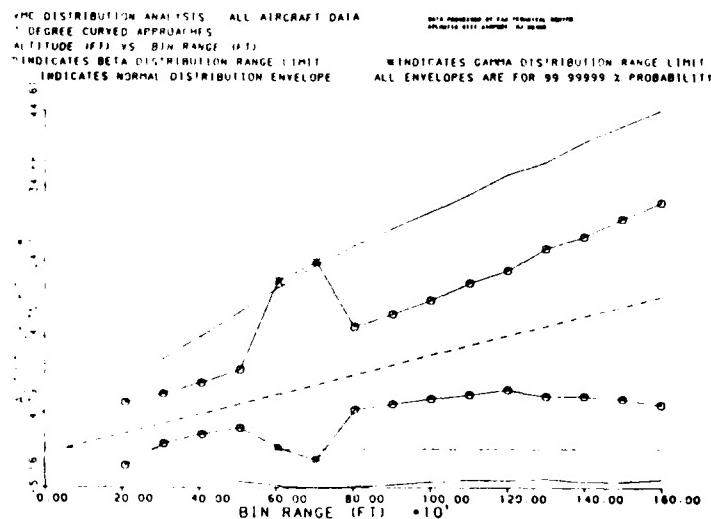


FIGURE 5. ALTITUDE VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR CURVED APPROACHES

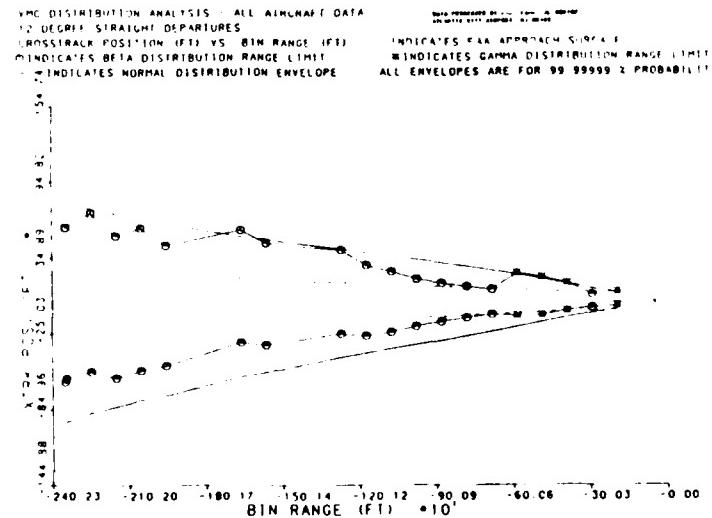
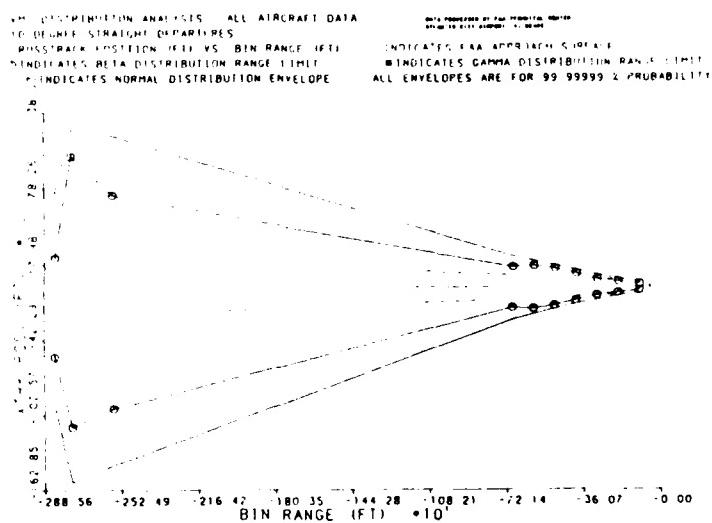
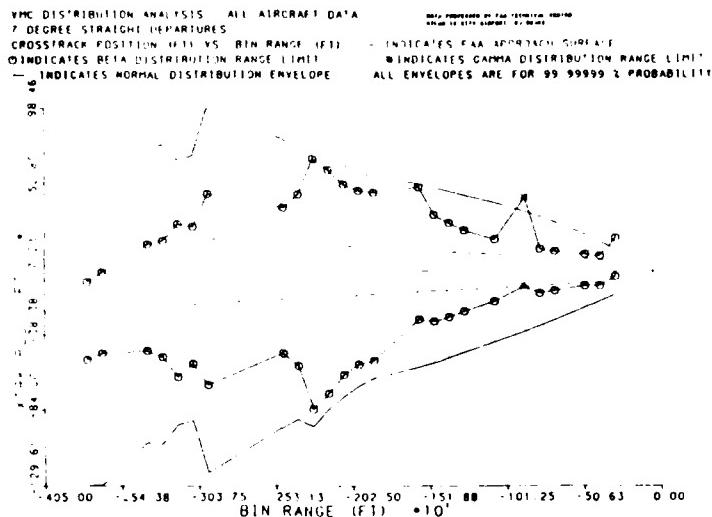


FIGURE 6. CROSSTRACK POSITION VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR STRAIGHT-OUT DEPARTURES

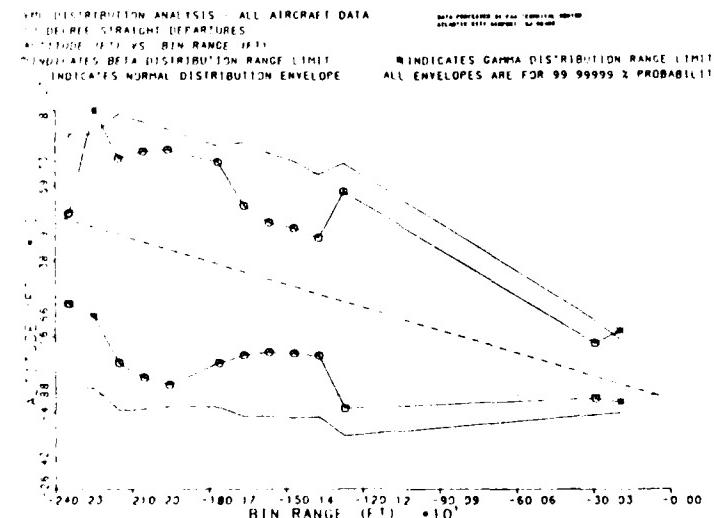
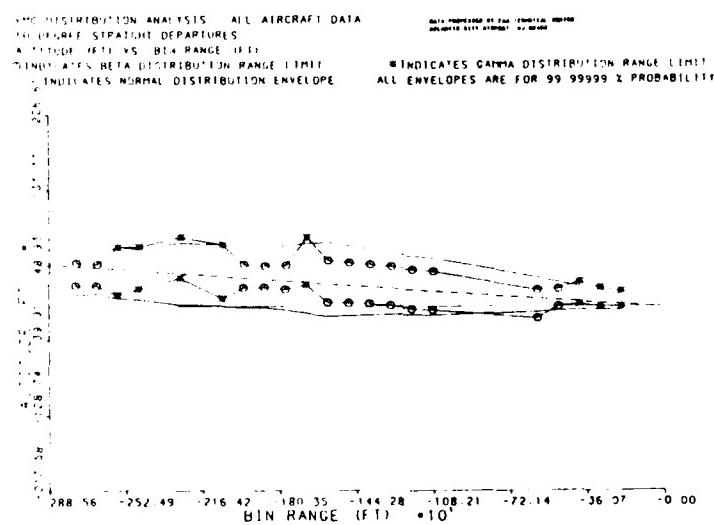
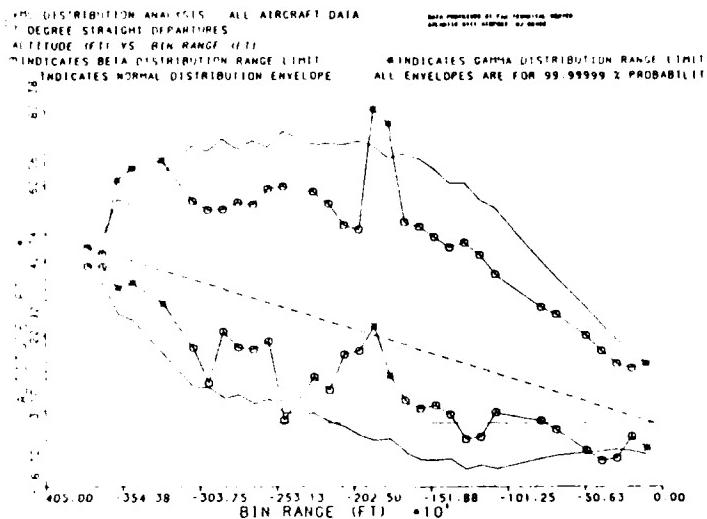


FIGURE 7. ALTITUDE VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR STRAIGHT-OUT DEPARTURES

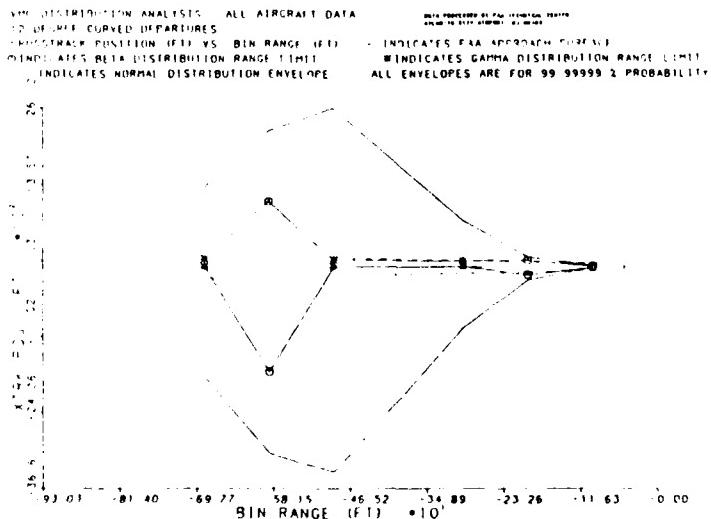
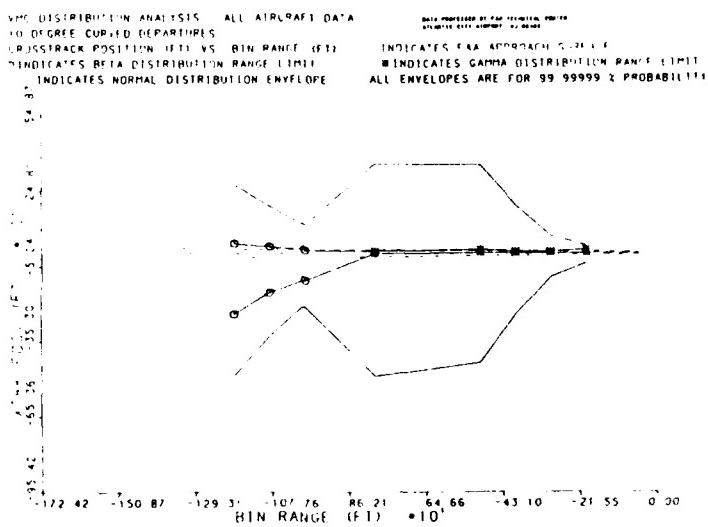
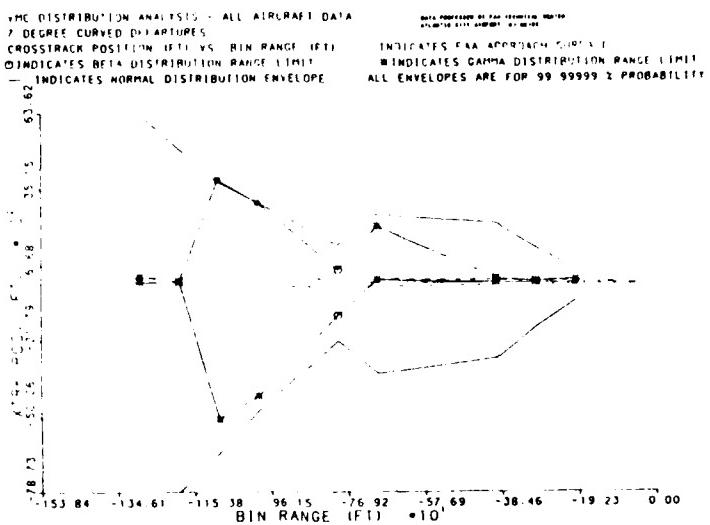


FIGURE 8. CROSSTRACK POSITION VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR CURVED DEPARTURES

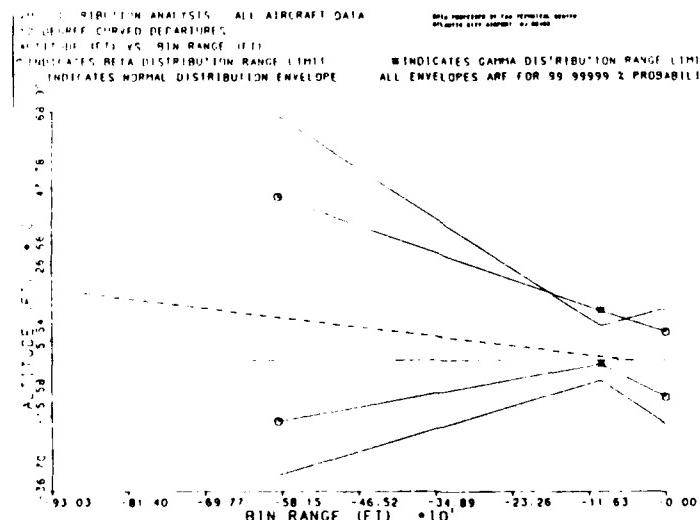
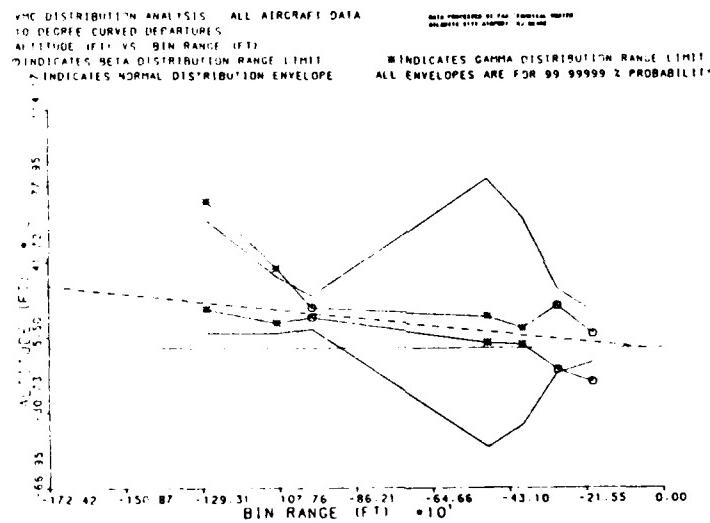
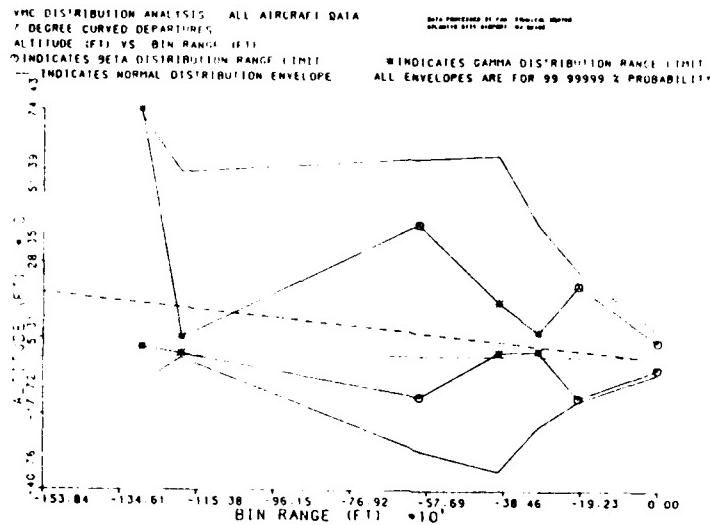


FIGURE 9. ALTITUDE VS. BIN RANGE FOR ALL AIRCRAFT DATA FOR EACH ANGLE FOR CURVED DEPARTURES

data for altitude (ft) vs. bin range (ft) for straight-out departures. Figure 8 shows the data for crosstrack position (ft) vs. bin range (ft) for curved departures. Figure 9 shows the data for altitude (ft) vs. bin range (ft) for curved departures.

## CONCLUSIONS

1. The results of the initial analysis of the Visual Meteorological Conditions (VMC) approach/departure error data strongly indicate that these data are not Normally distributed. The Pearson Product Moment Plane testing showed that the majority of the binned data exhibited characteristics of some form of the Beta distribution. Since the Gamma distribution forms part of the boundary for the Beta distribution region of the plane, it can be inferred that the Gamma distribution could also serve to characterize some of the data.
2. The use of the Normal distribution to characterize the VMC data tends to project overly conservative estimates of the airspace consumption and other parameters. For example, the  $10^{-7}$  envelopes for crosstrack position, obtained through the normal distribution, are not only larger than the surface described by AC 150/5390, but also tend to be larger than the limits provided by the other distributions.
3. The alternate distributions provide a better fit to the VMC data. The airspace consumption, based on these distributions, is not only noticeably reduced from the Normal distribution but seems more reasonable.
4. The nature of both alternate distributions indicate more applicability to these data than does the nature of the Normal distribution. It is not reasonable to assume that pilots making VMC approaches to a heliport will exhibit symmetrical error behavior over a range of  $+/-$  infinity. This assumption, however, is necessary for the Normal distribution. In the case of data that are either negatively skewed, positively skewed, or bimodal in nature, the Normal distribution tends to be an inadequate characterization of the underlying distribution.
5. Based on crosstrack data analysis, the specified airspace trapezoid appears to be best represented by the Beta Distribution. The probability level for that portion of the trapezoid within 2500 feet of the landing area appears to be 99.99999 percent (6 standard deviations). However, as the trapezoid goes beyond 2500 feet, the probability level appears to drop from 6 standard deviations to possibly as low as 3 standard deviations.

In the vertical domain it is not possible to draw conclusions about the 7.125 degree surface. This is brought about by the absence of obstacles during the test flights.

The Beta distribution is much more adaptable to the VMC data. This distribution is better suited to describing data with truncated tails or nonlimiting Normal tails since, by nature, the Beta distribution describes data occurring over a finite interval regardless of symmetry. Even the Gamma distribution, since it is bounded on one end, better characterizes the VMC error data than the Normalcy assumption.

REFERENCES

1. Hahn, Gerald J. and Samuel S. Shapiro, Statistical Models in Engineering, John Wiley & Sons, New York, NY, 1967.
2. Heliport Design Advisory Circular, AC 150/5390-2.
3. Weiss, Rosanne M., et al. Heliport Visual Approach and Departure Airspace Tests, DOT/FAA/CT-TN87/40.

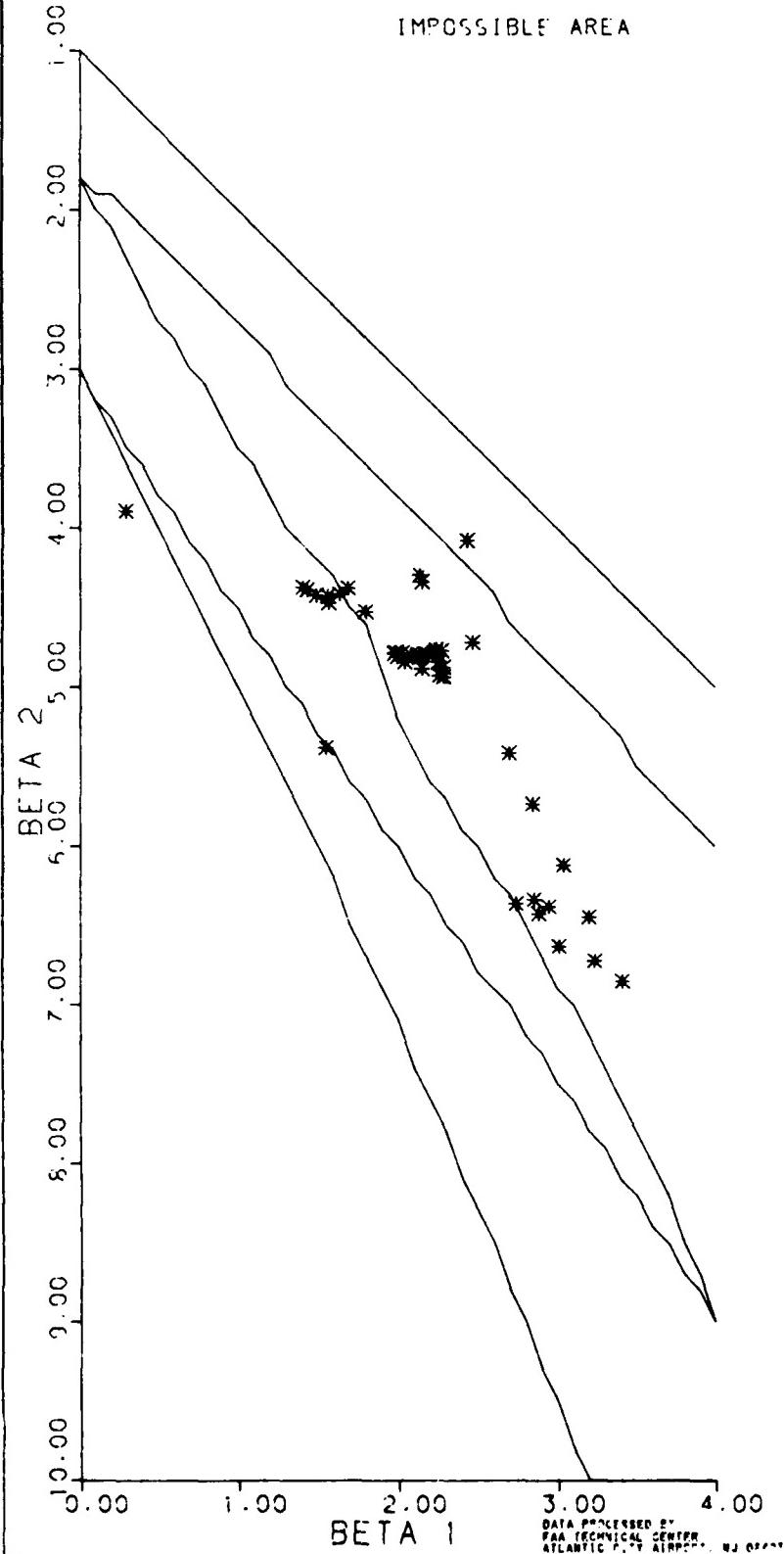
APPENDIX A  
PEARSON PRODUCT MOMENT PLOTS FOR UH-1 DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot the order of the plots are explained here.

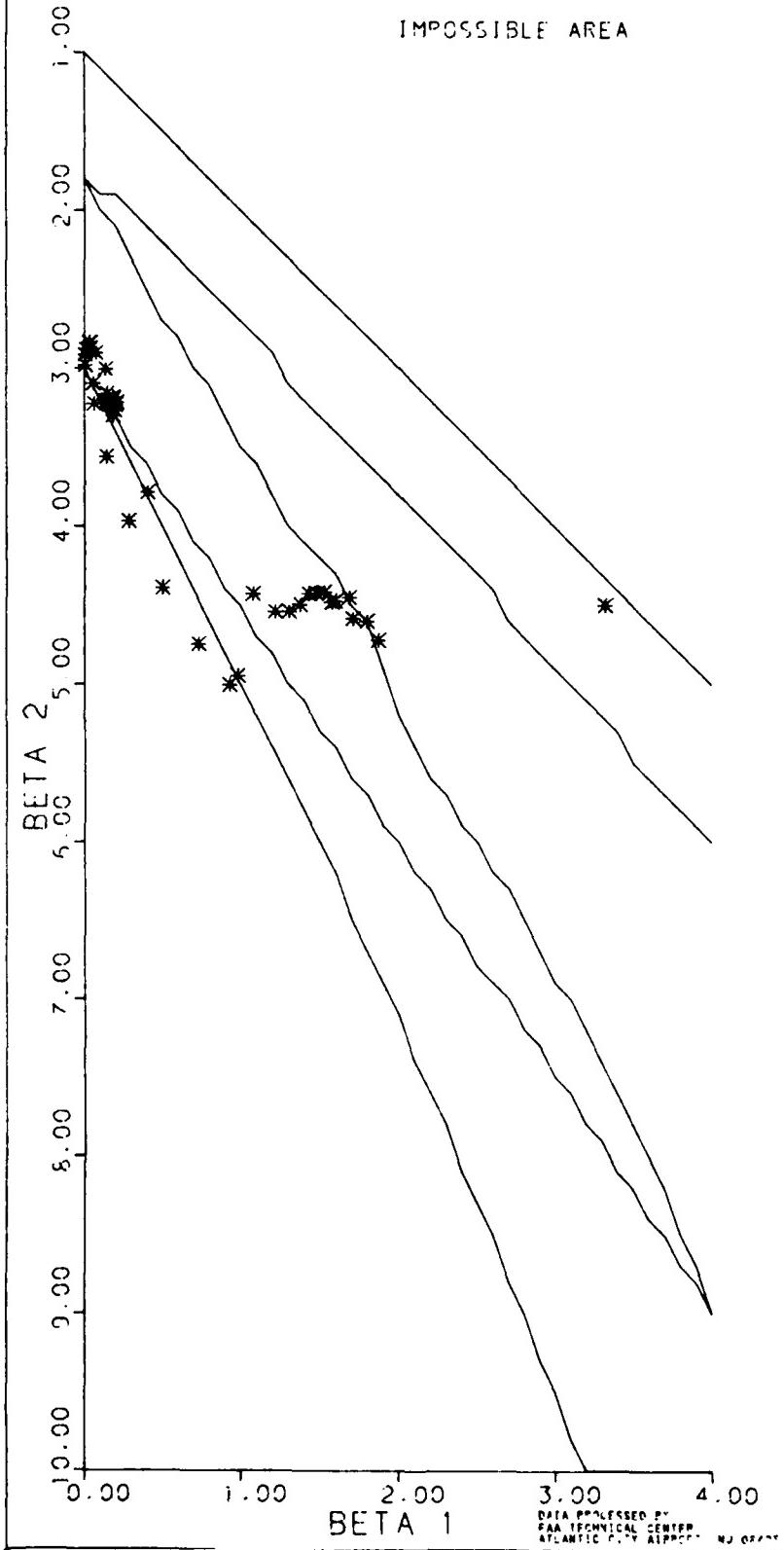
There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^{\circ}$   $8.00^{\circ}$ , and  $10.00^{\circ}$  approaches. For departures they are:  $7.125^{\circ}$ ,  $10.00^{\circ}$ , and  $12.00^{\circ}$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along-track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

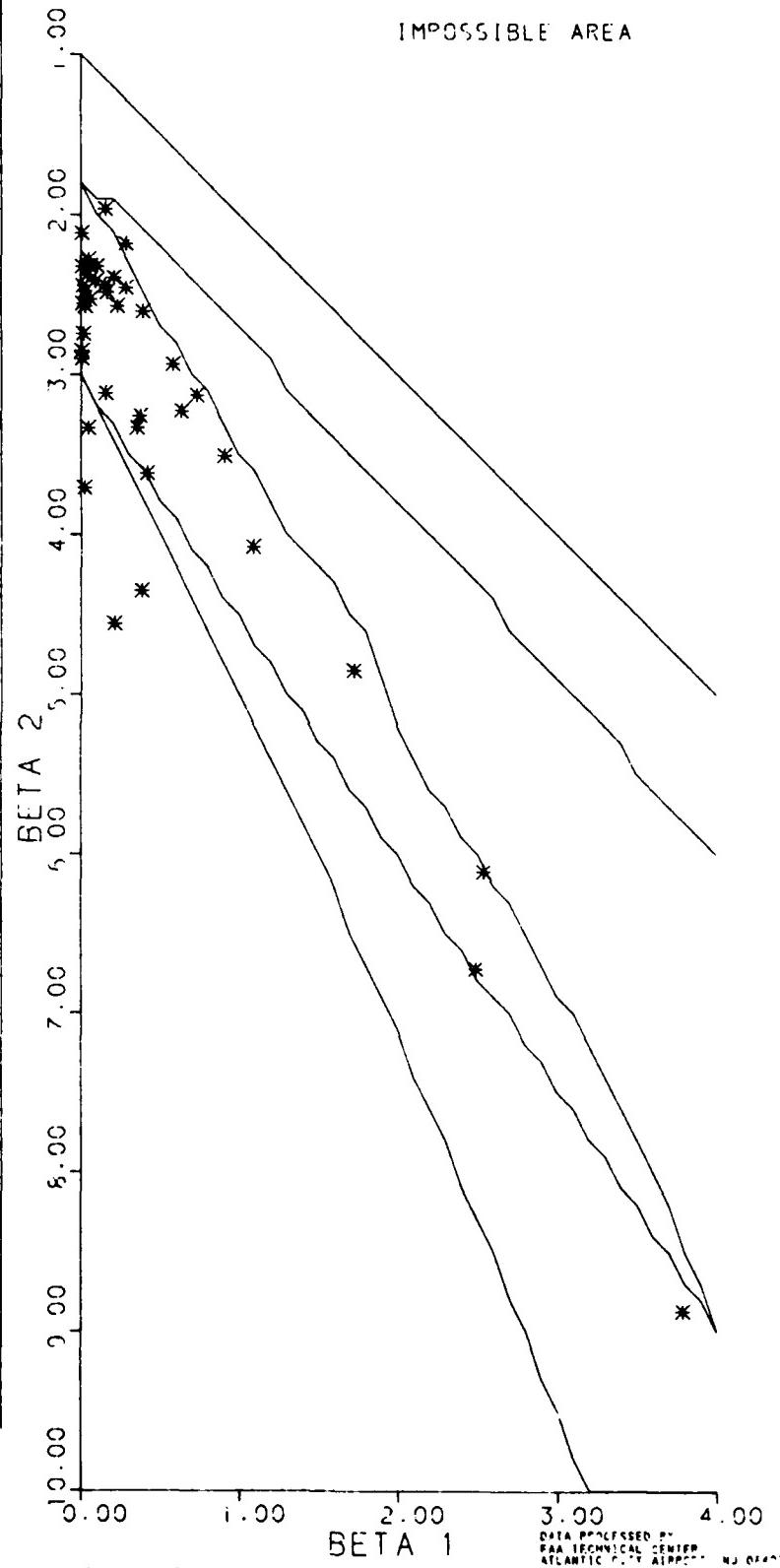
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7.125 DEGREE STRAIGHT IN APPROACHES  
CROSSTRAK POSITION (FT)



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ALTITUDE (FT)

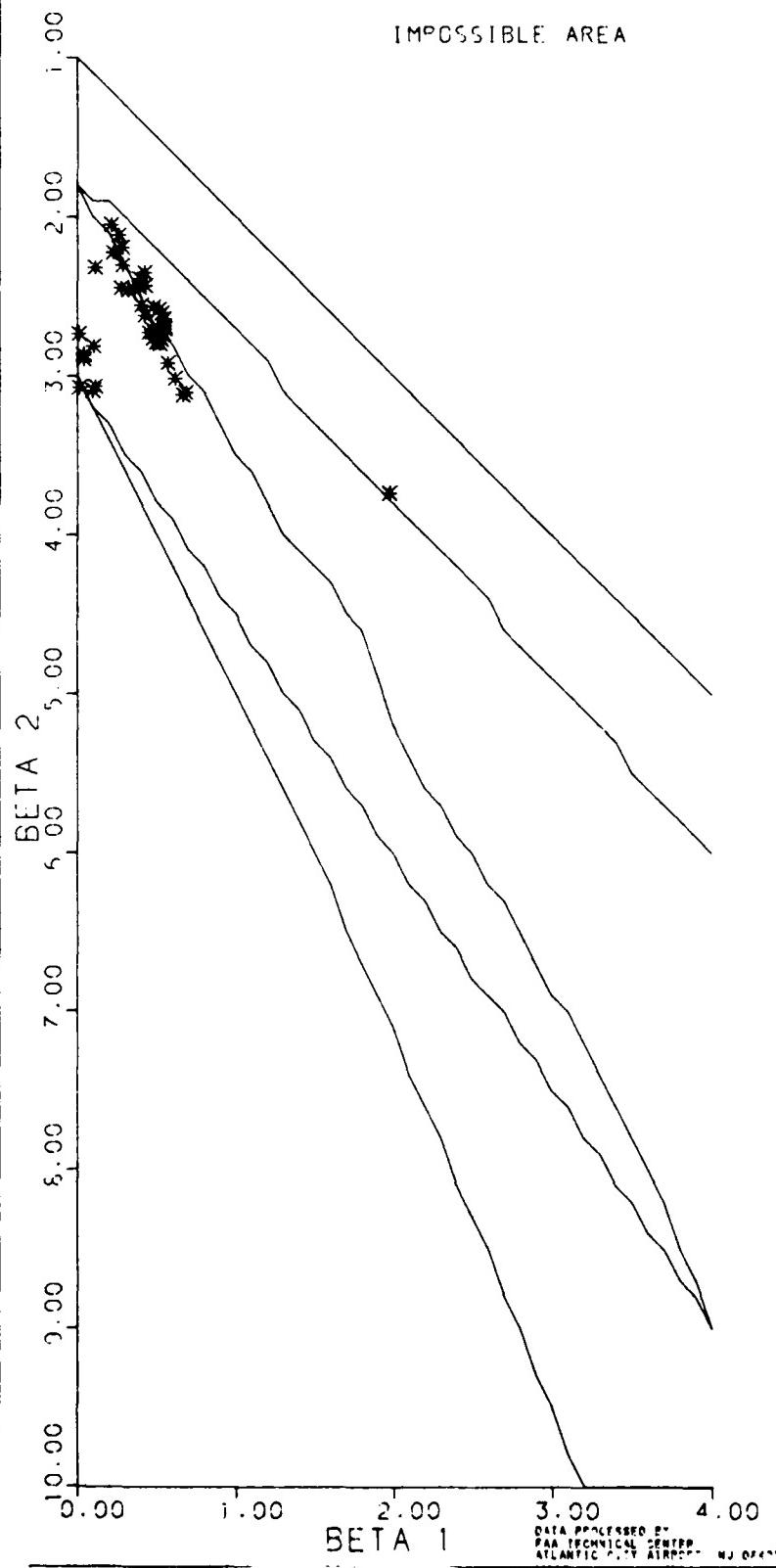


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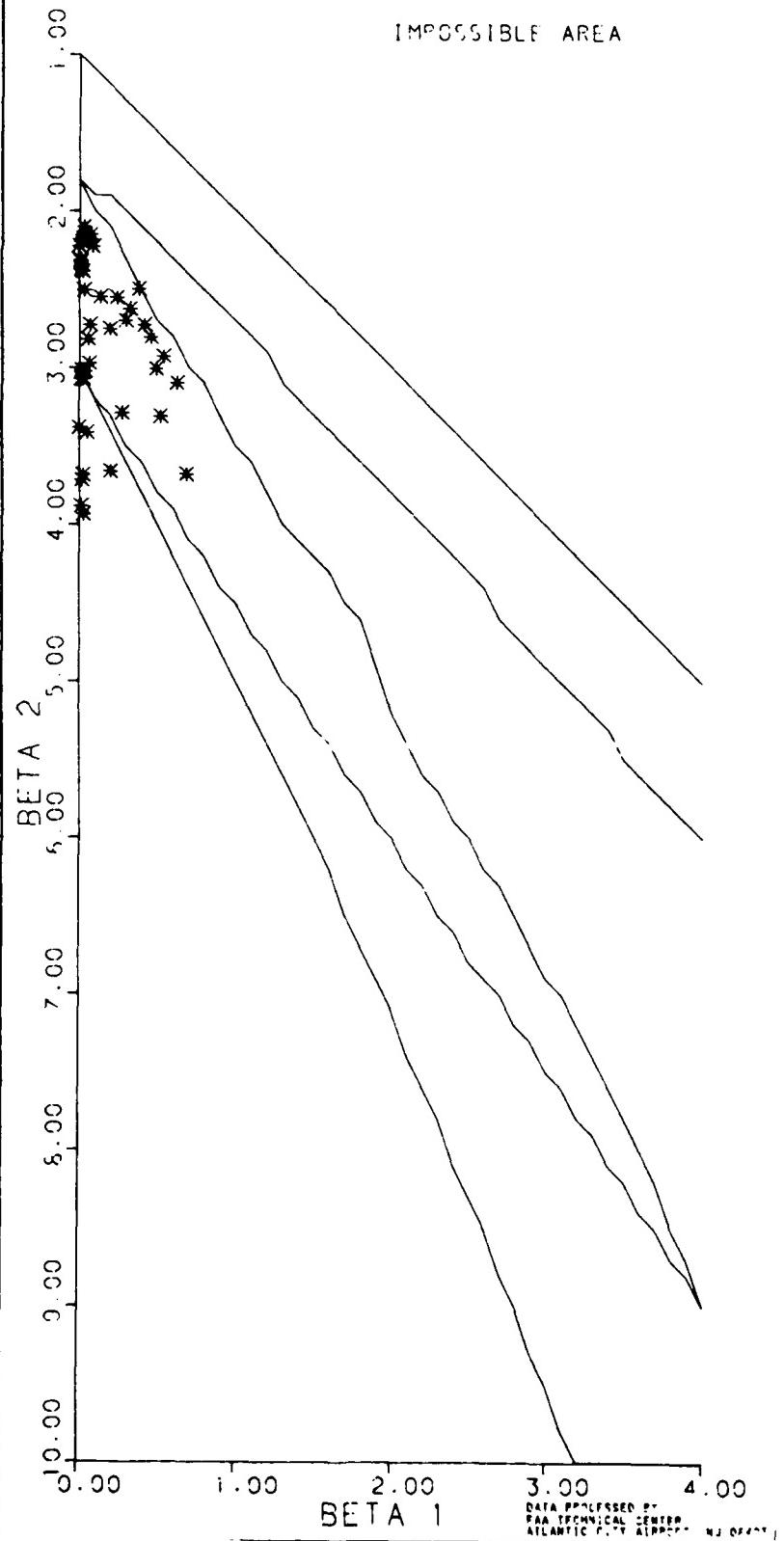


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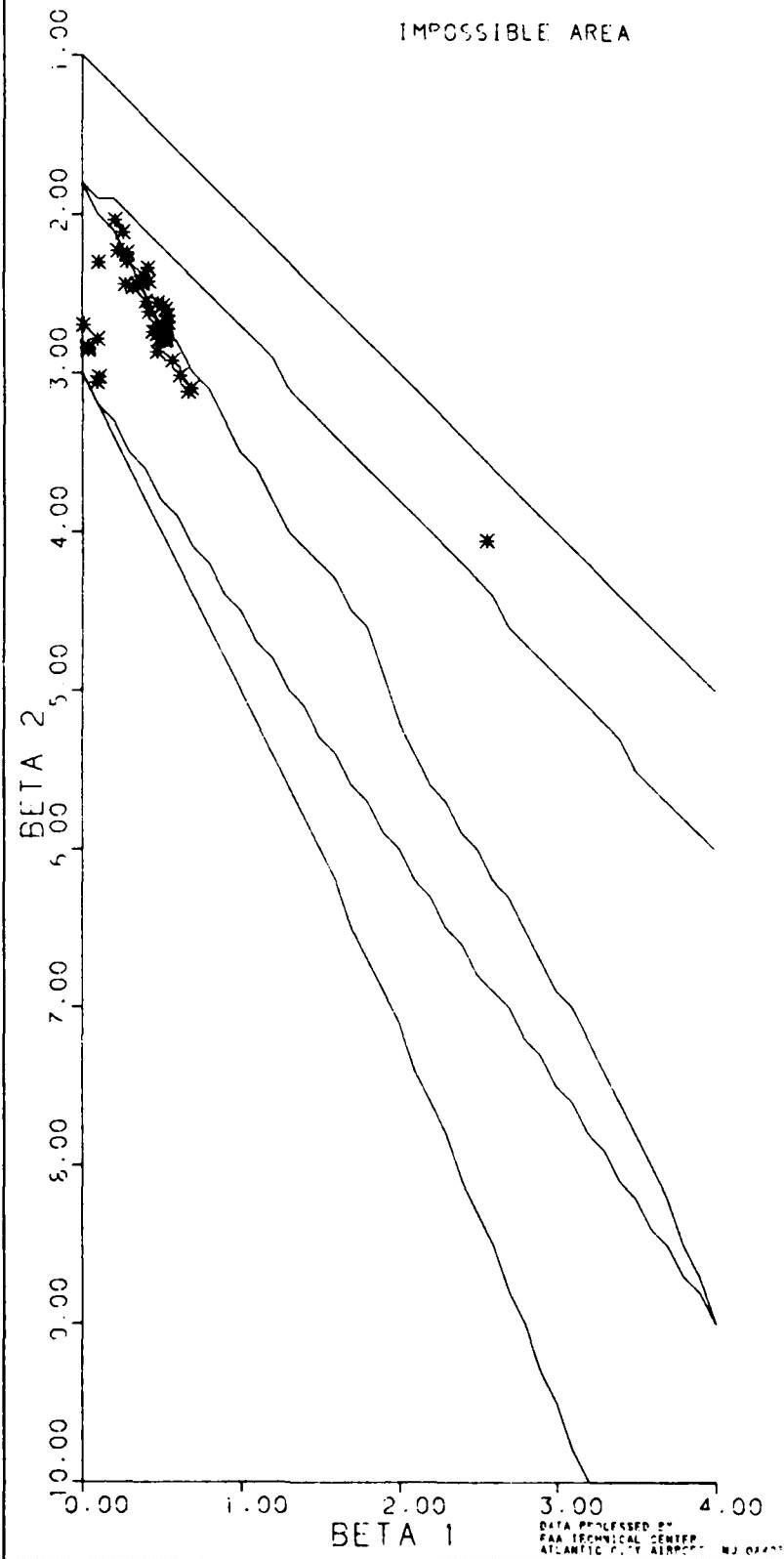
IMPOSSIBLE AREA



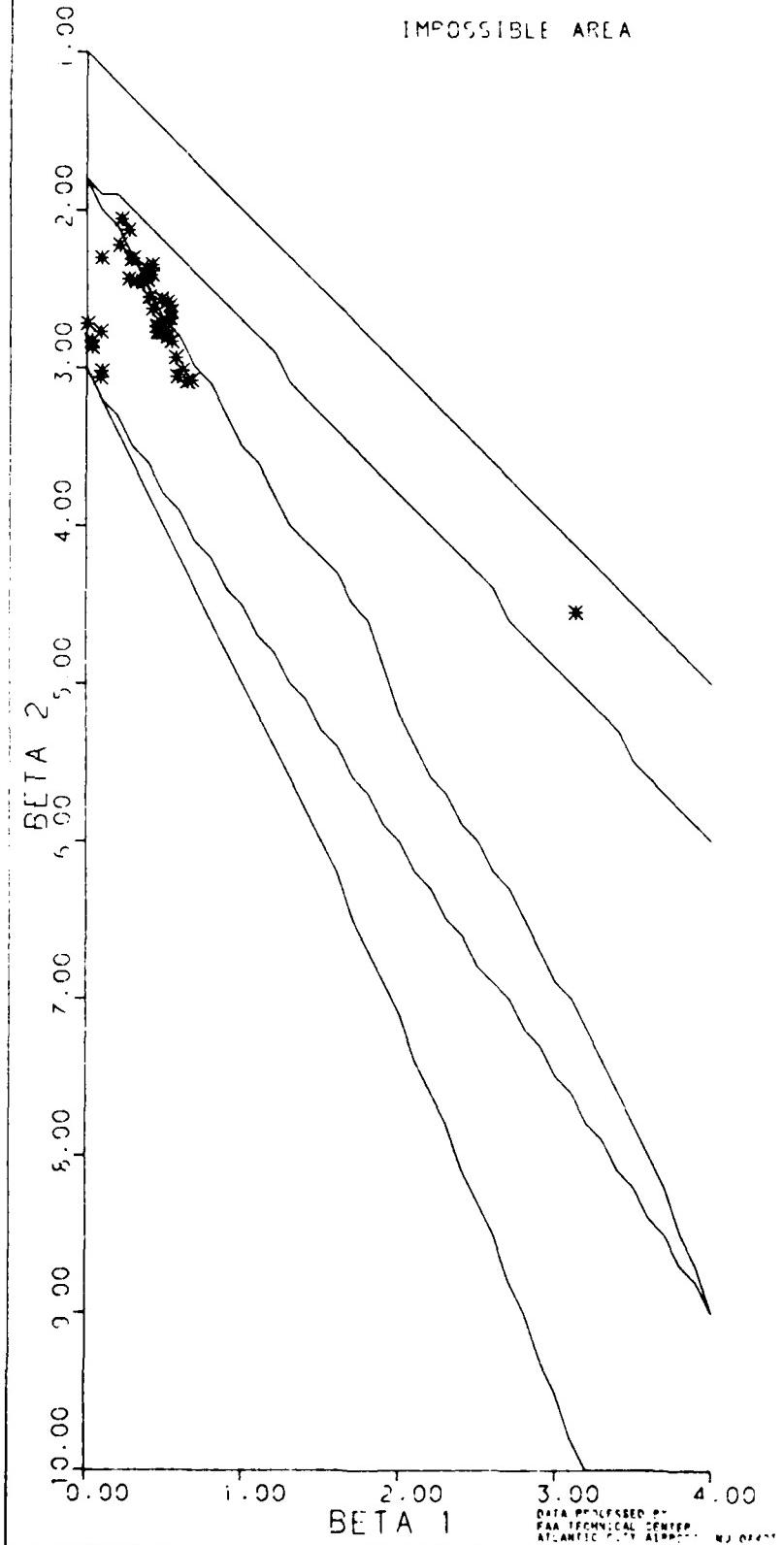
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VERTICAL VELOCITY (FPM)



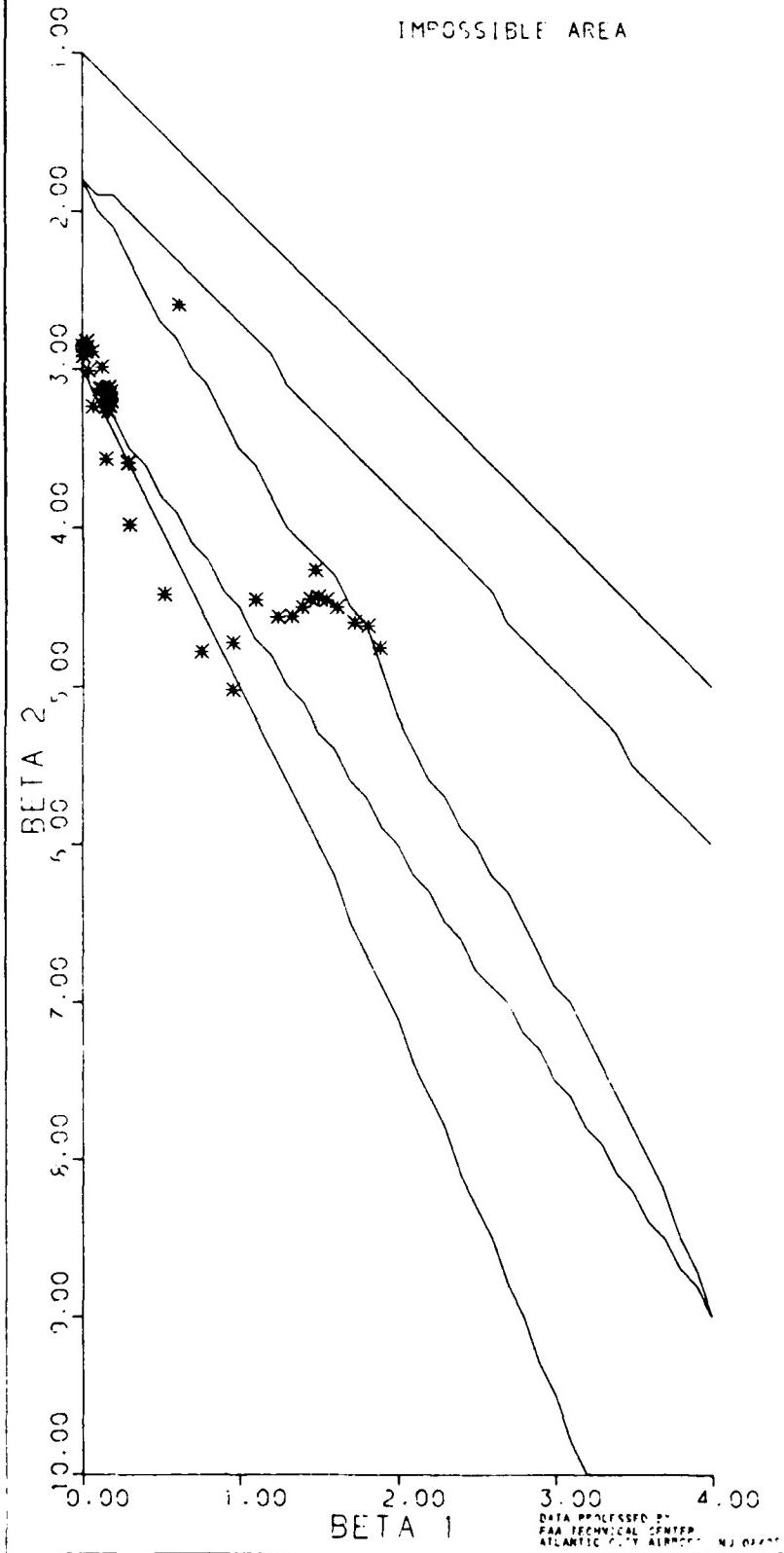
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GROUNDSPEED (KNOTS)



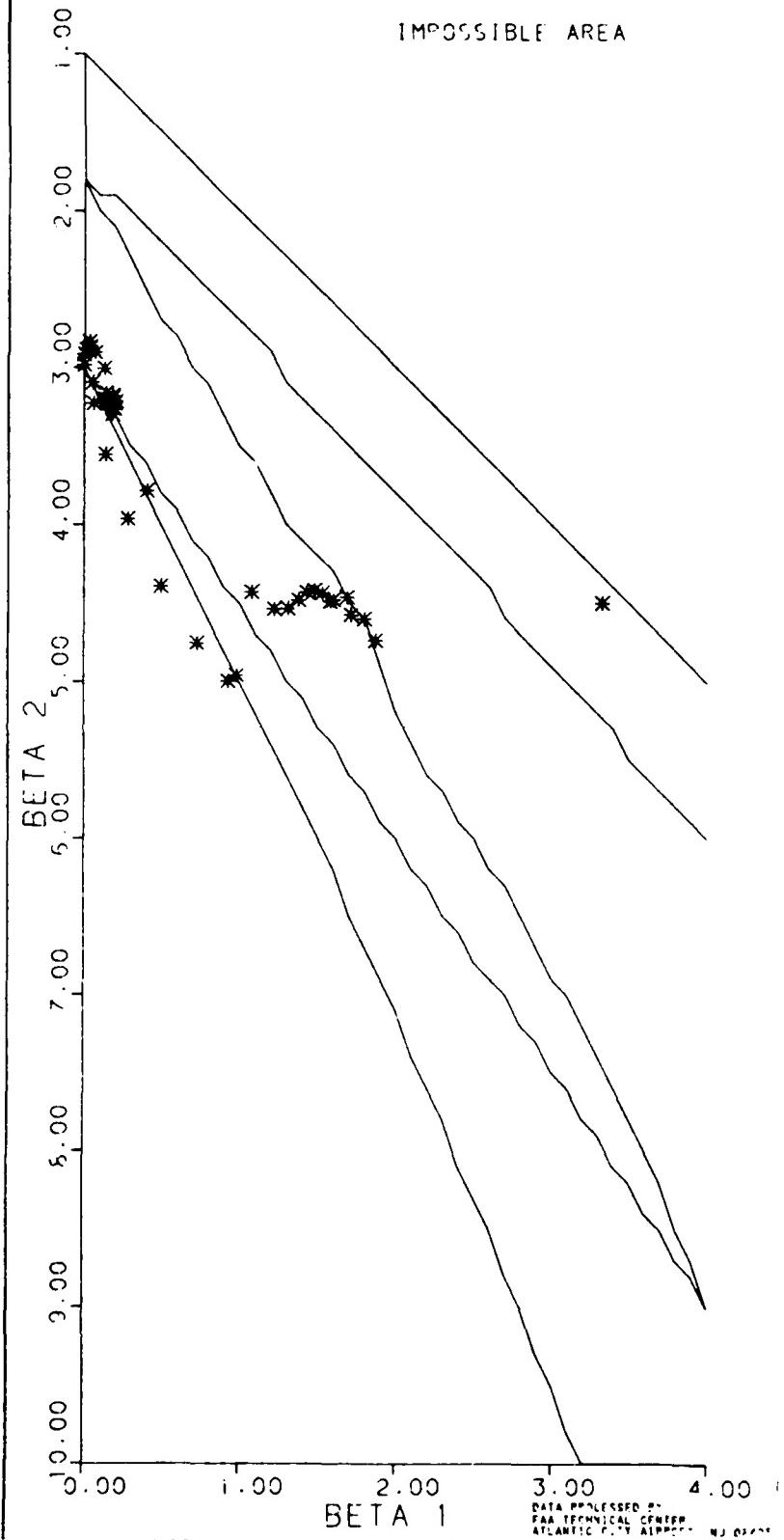
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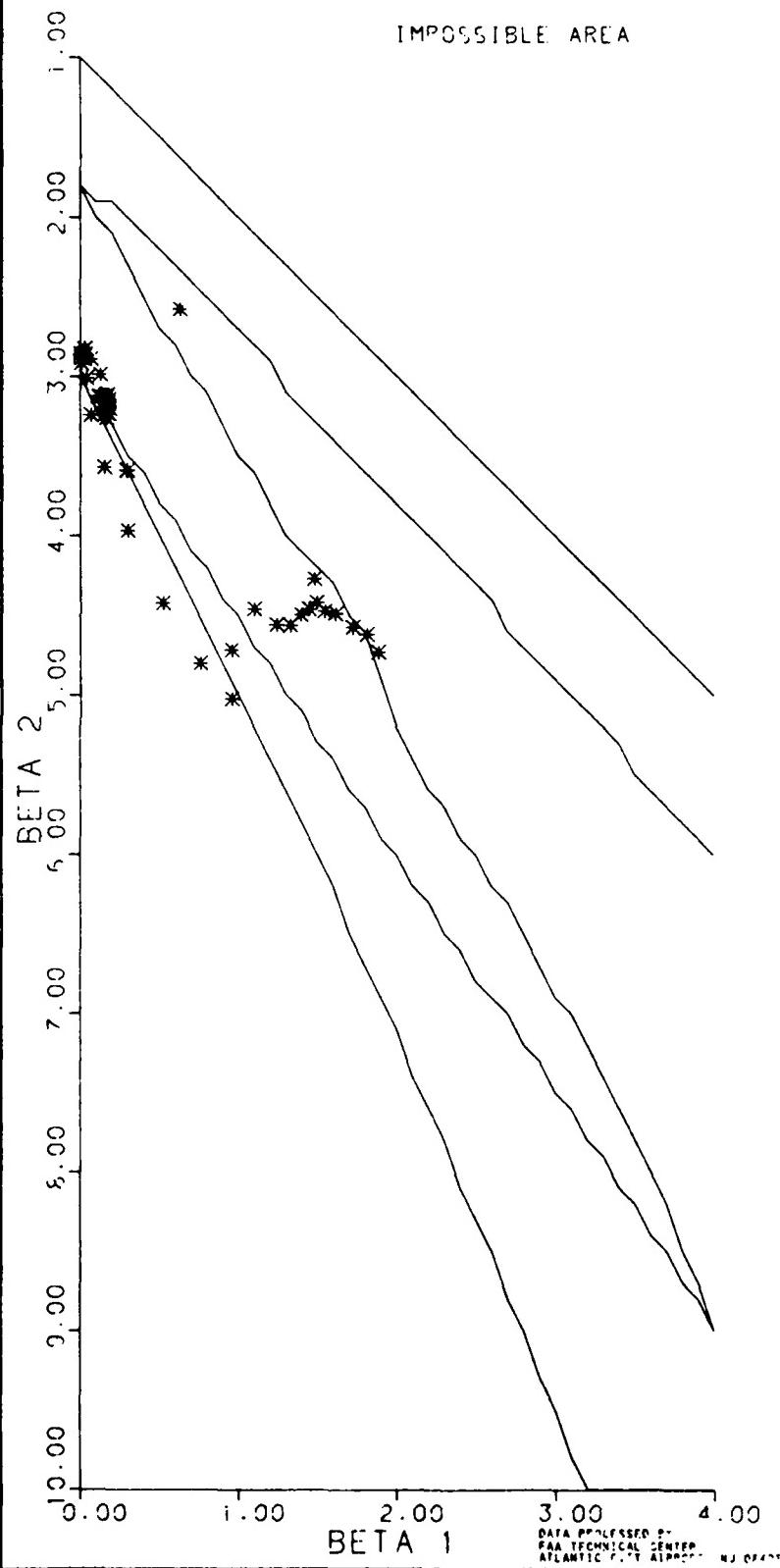
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ANGULAR ERROR (DEG)



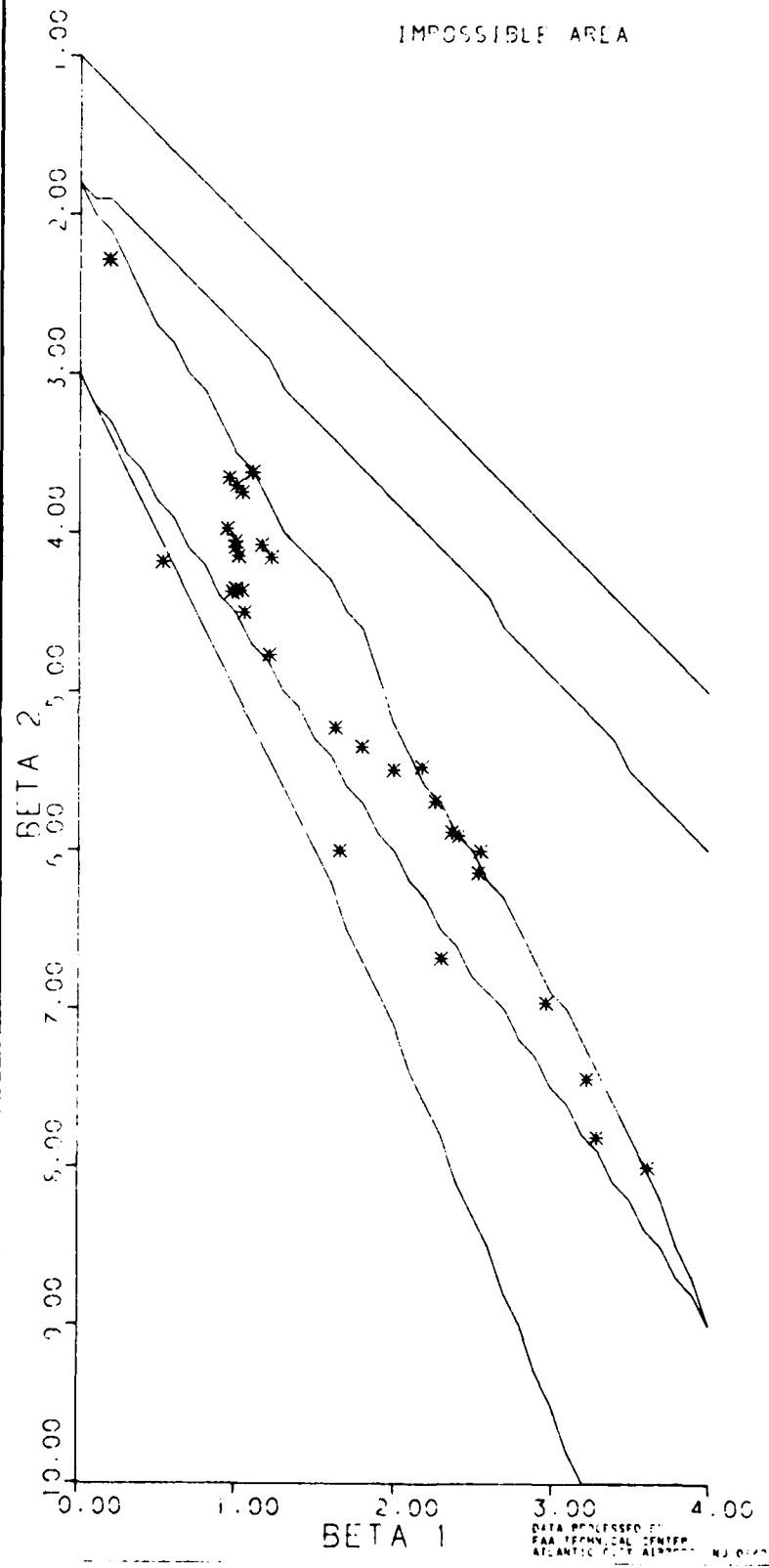
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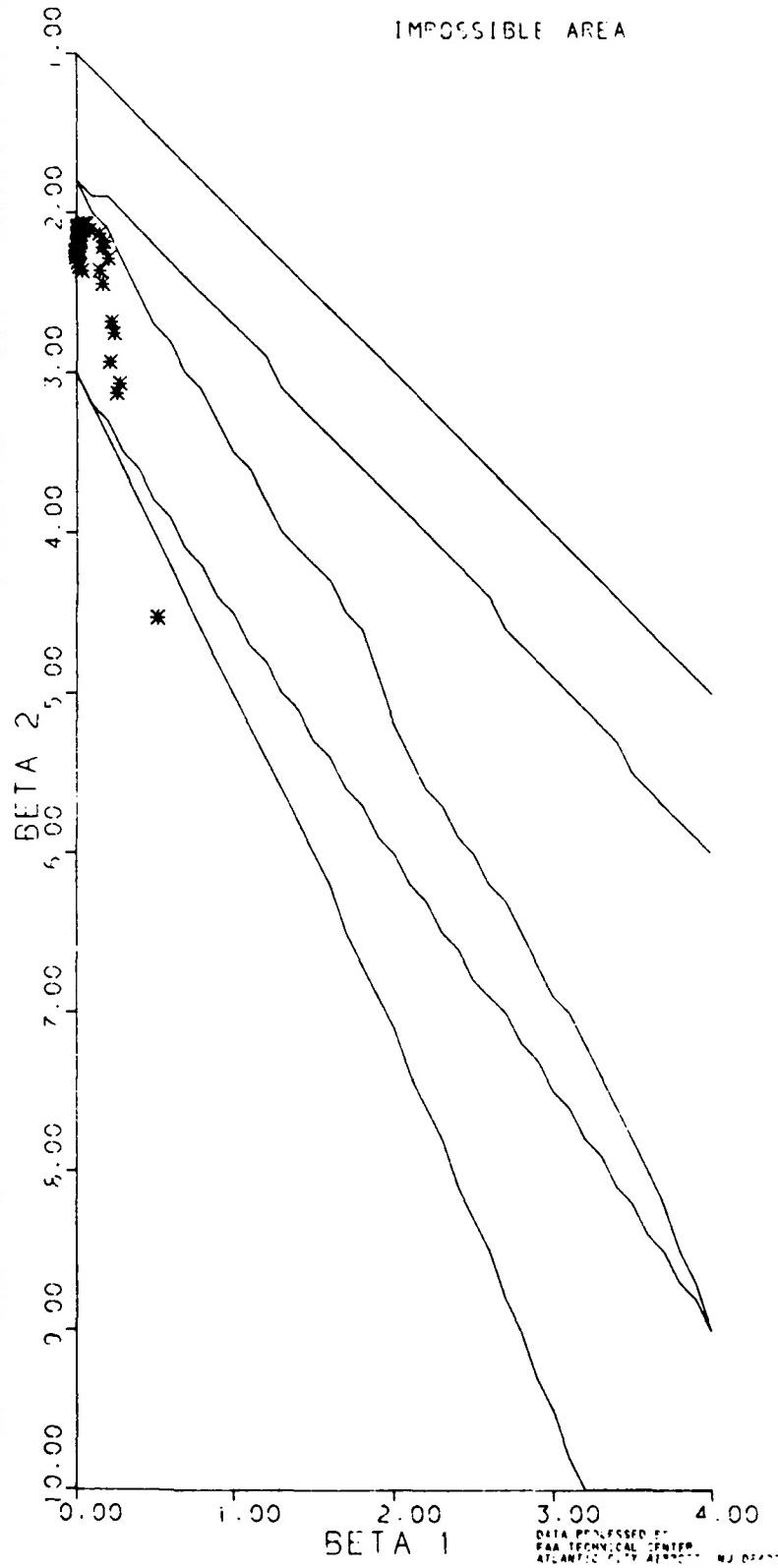
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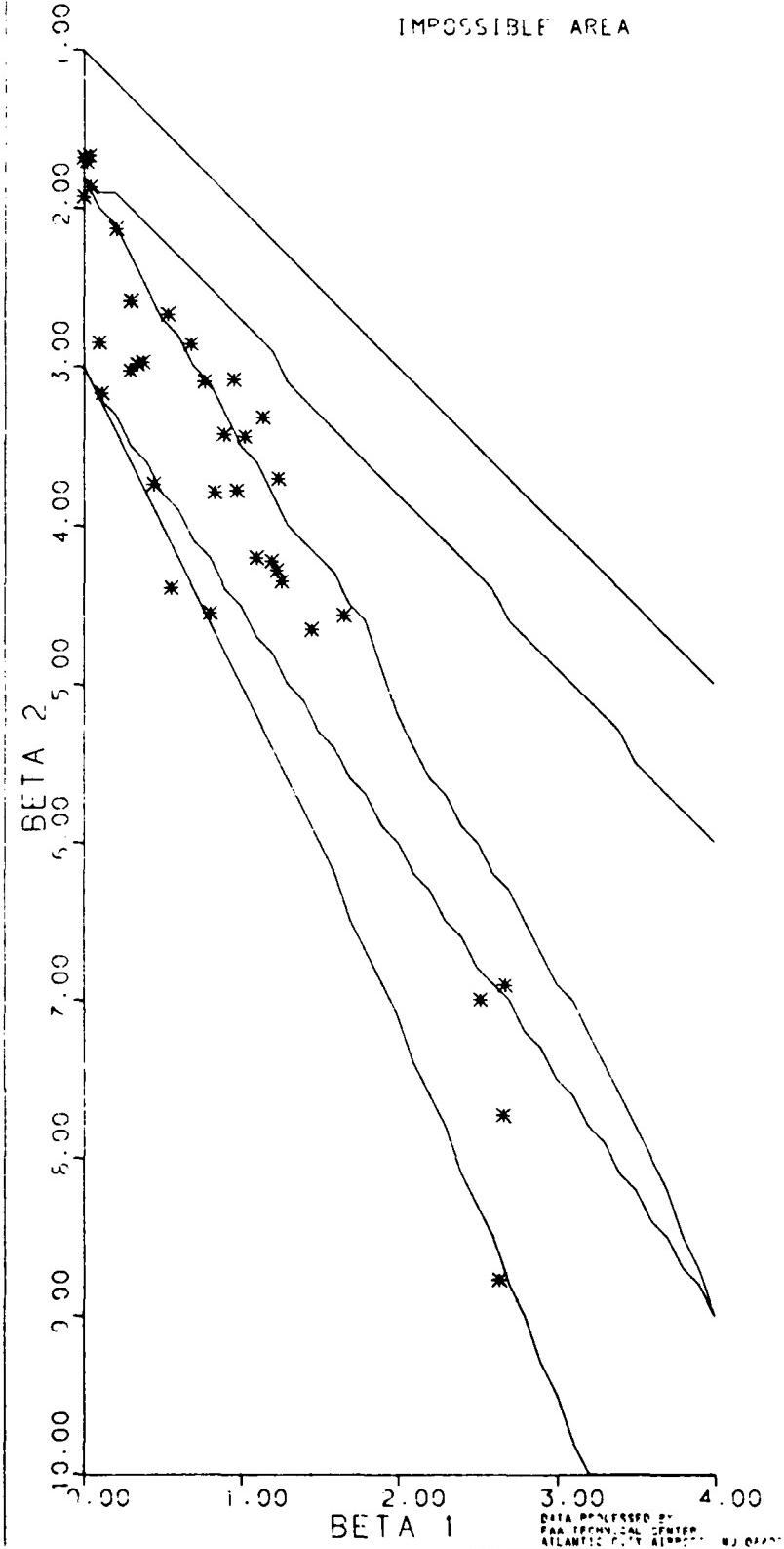
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CROSSTRACK POSITION (FT)



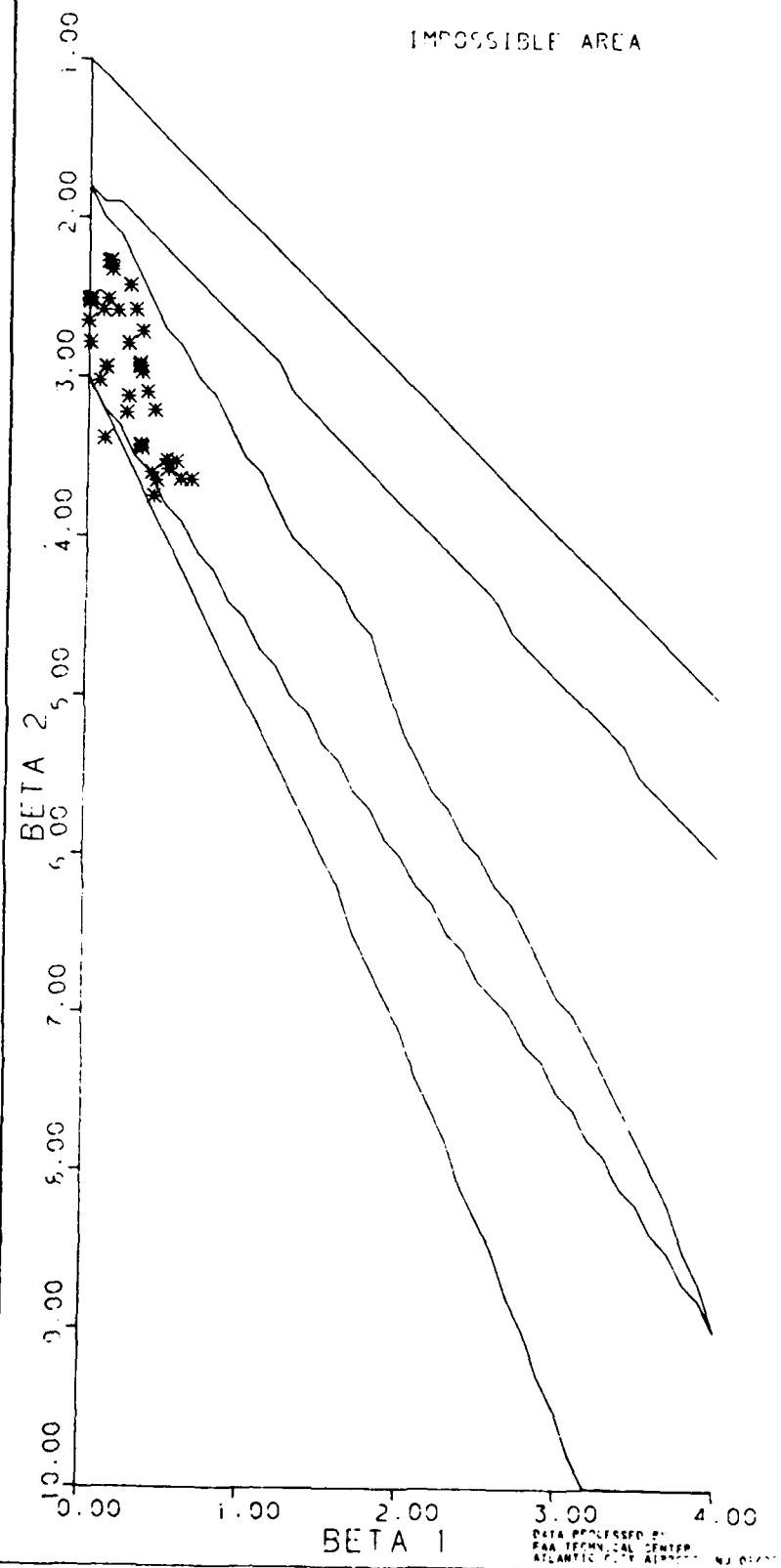
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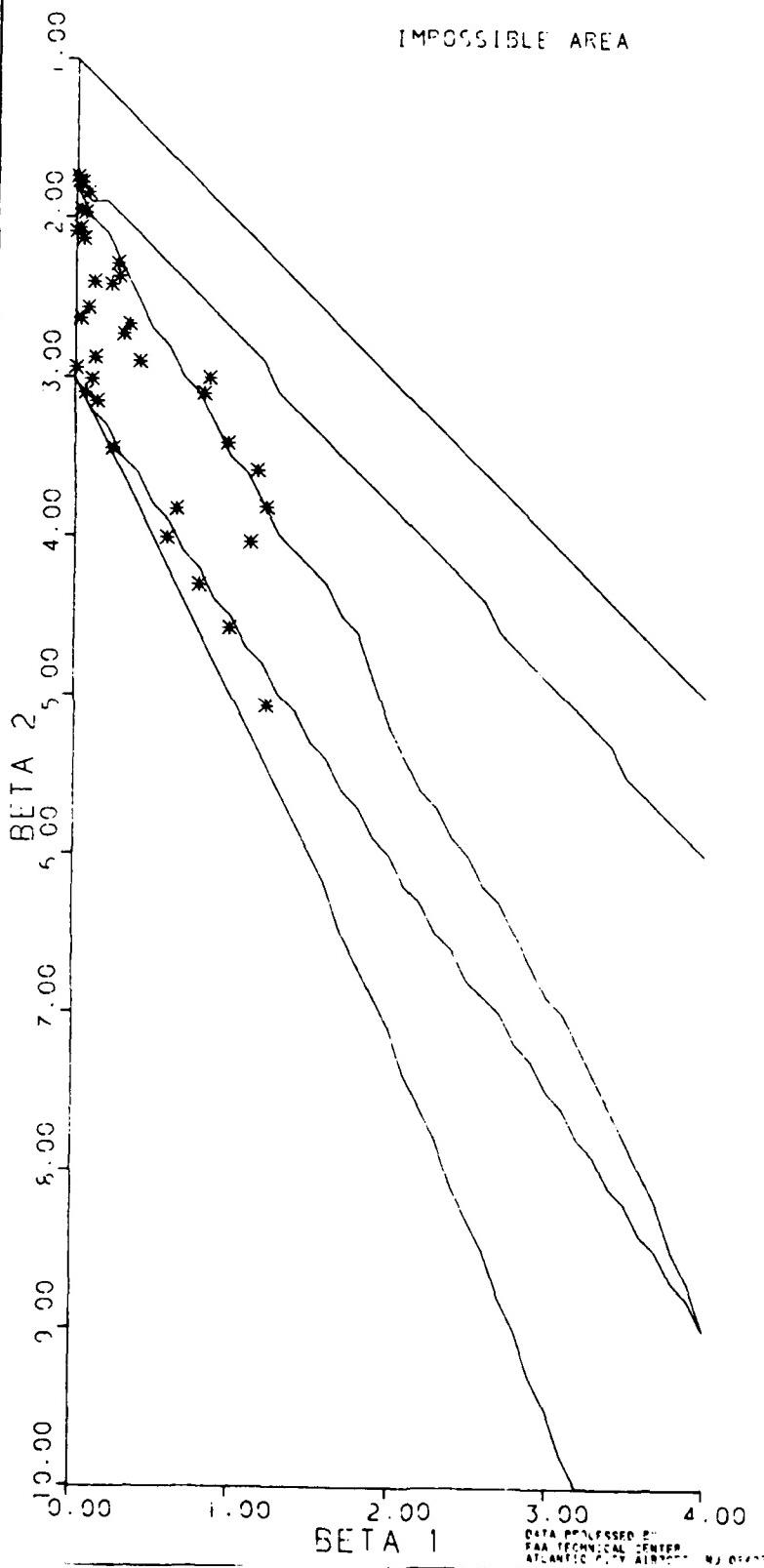
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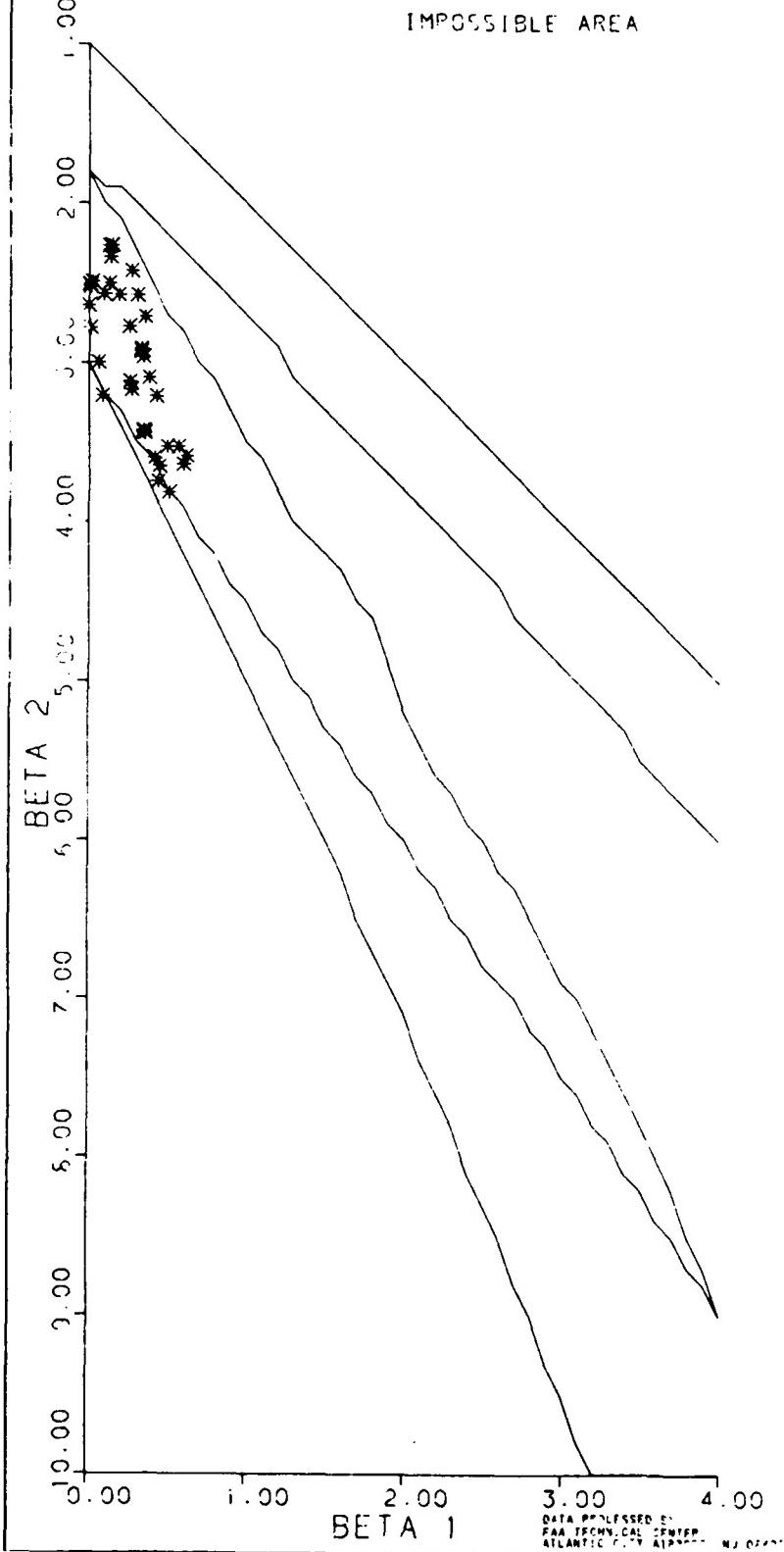
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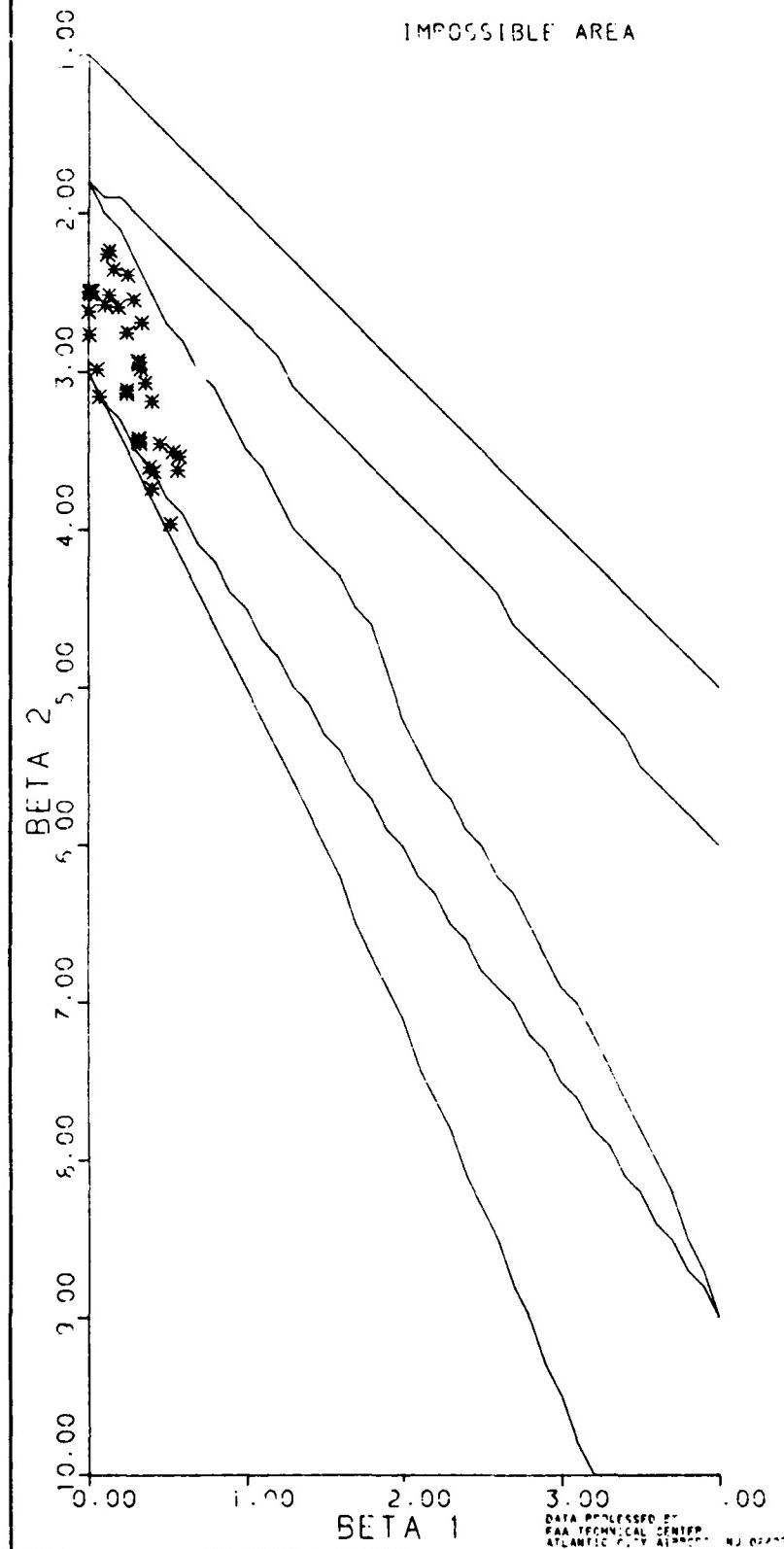
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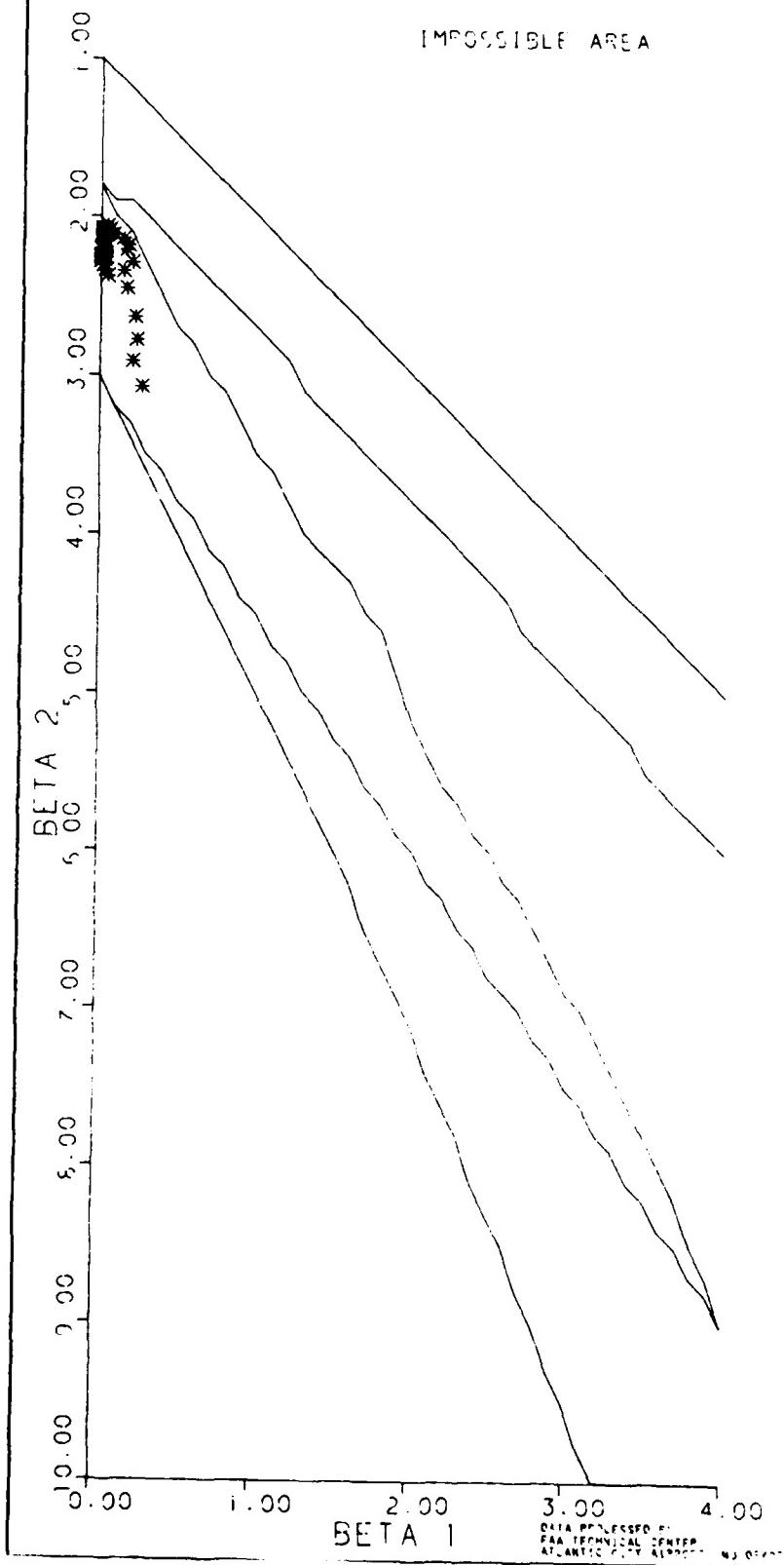


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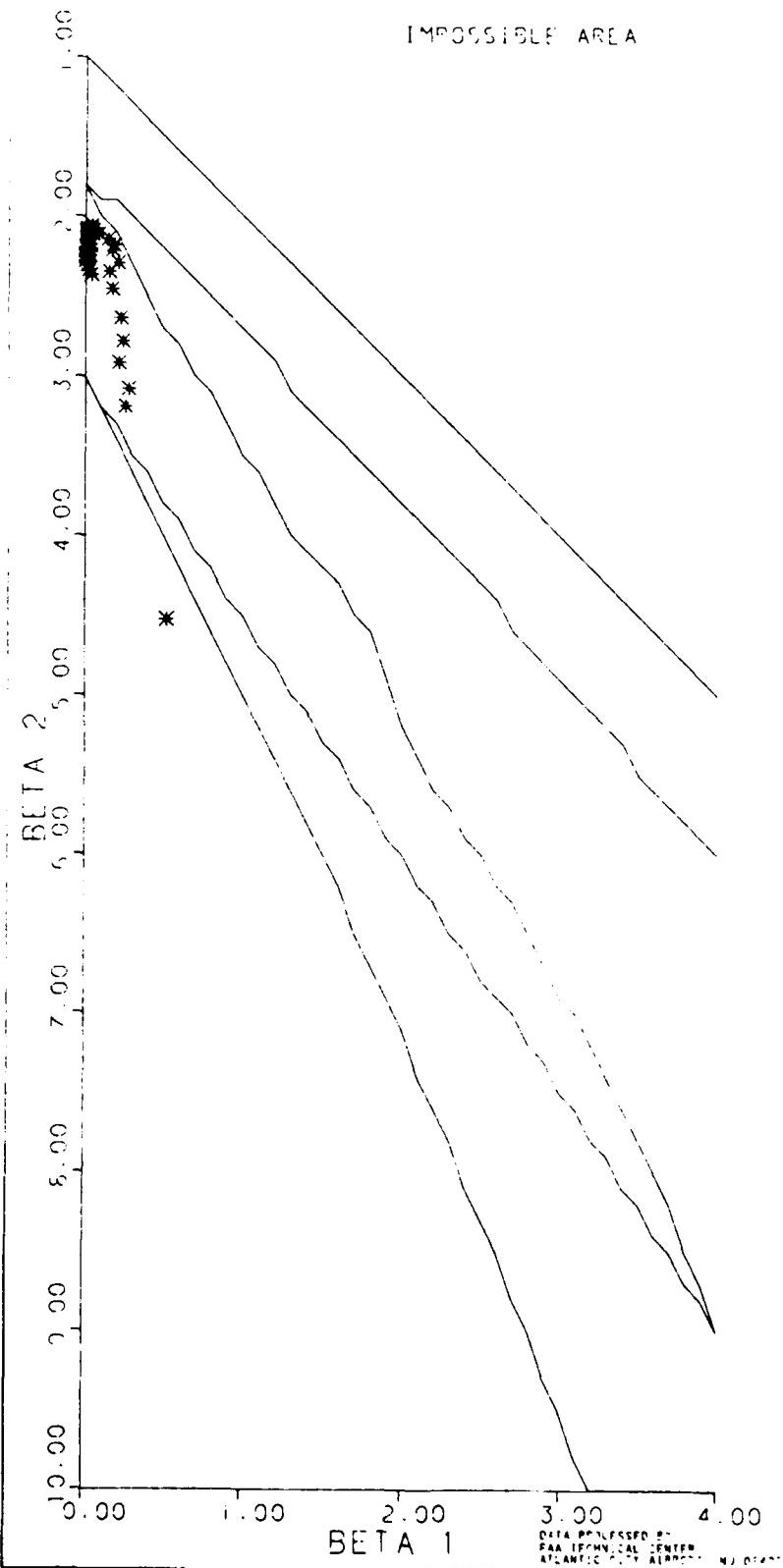


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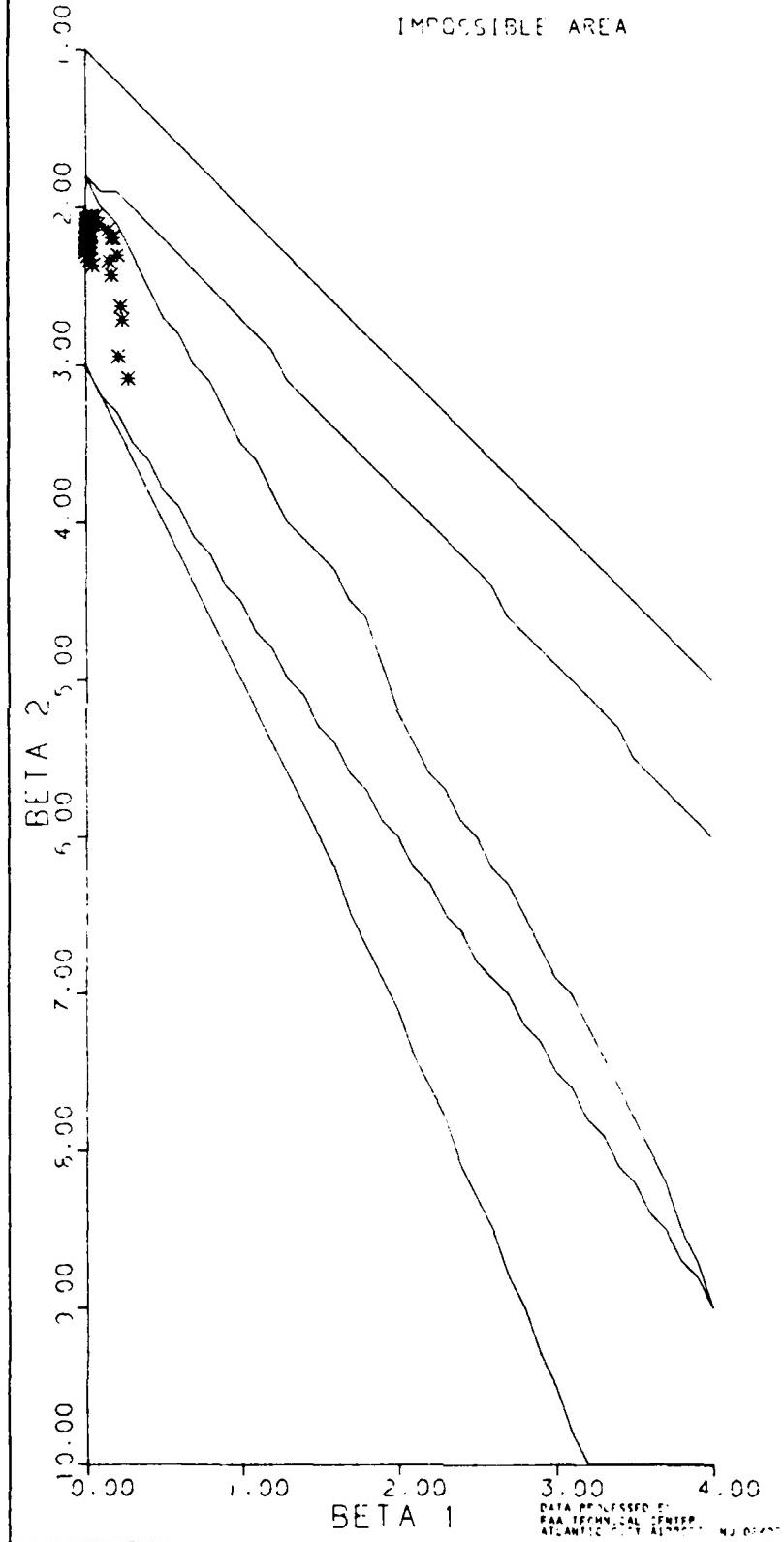
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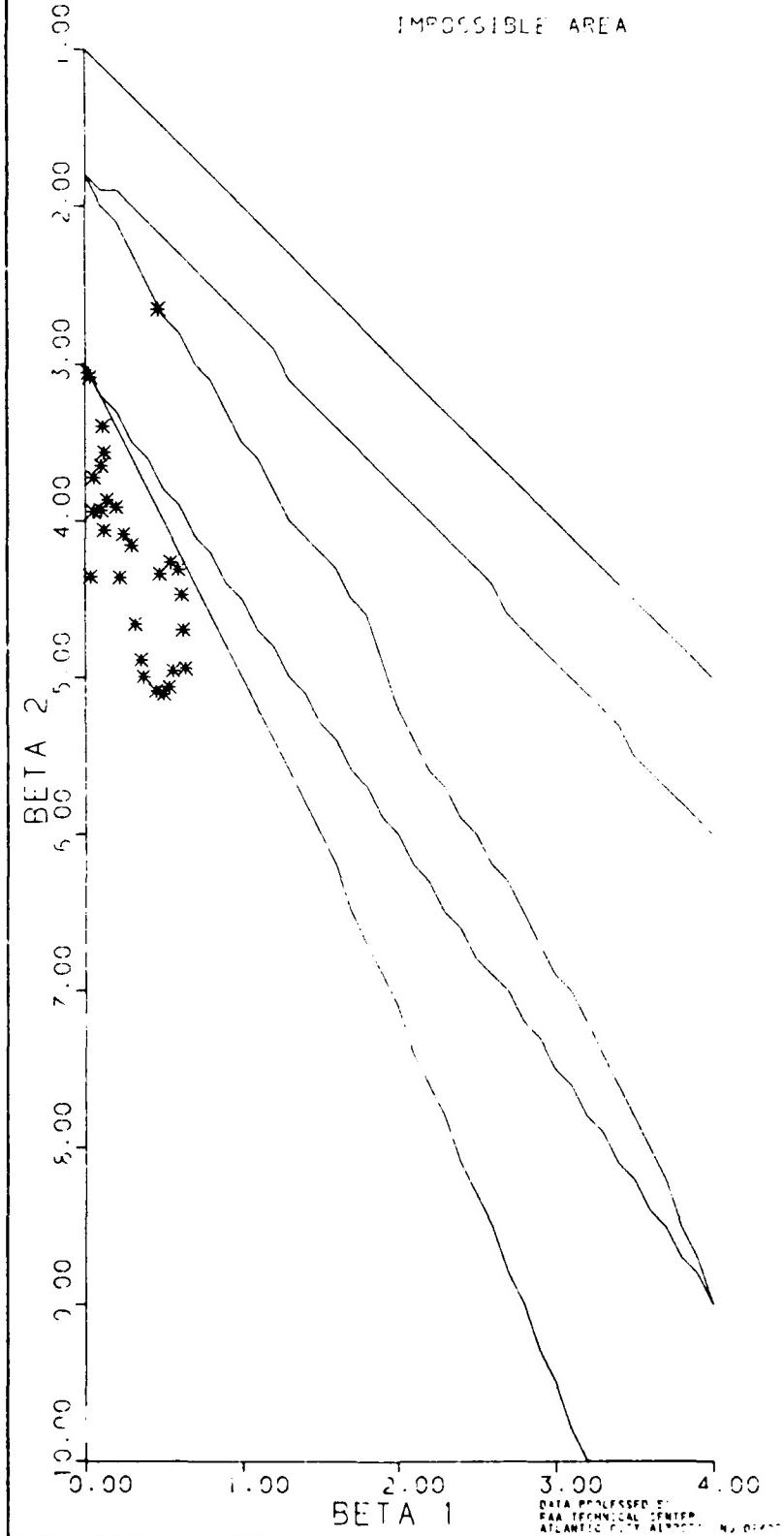
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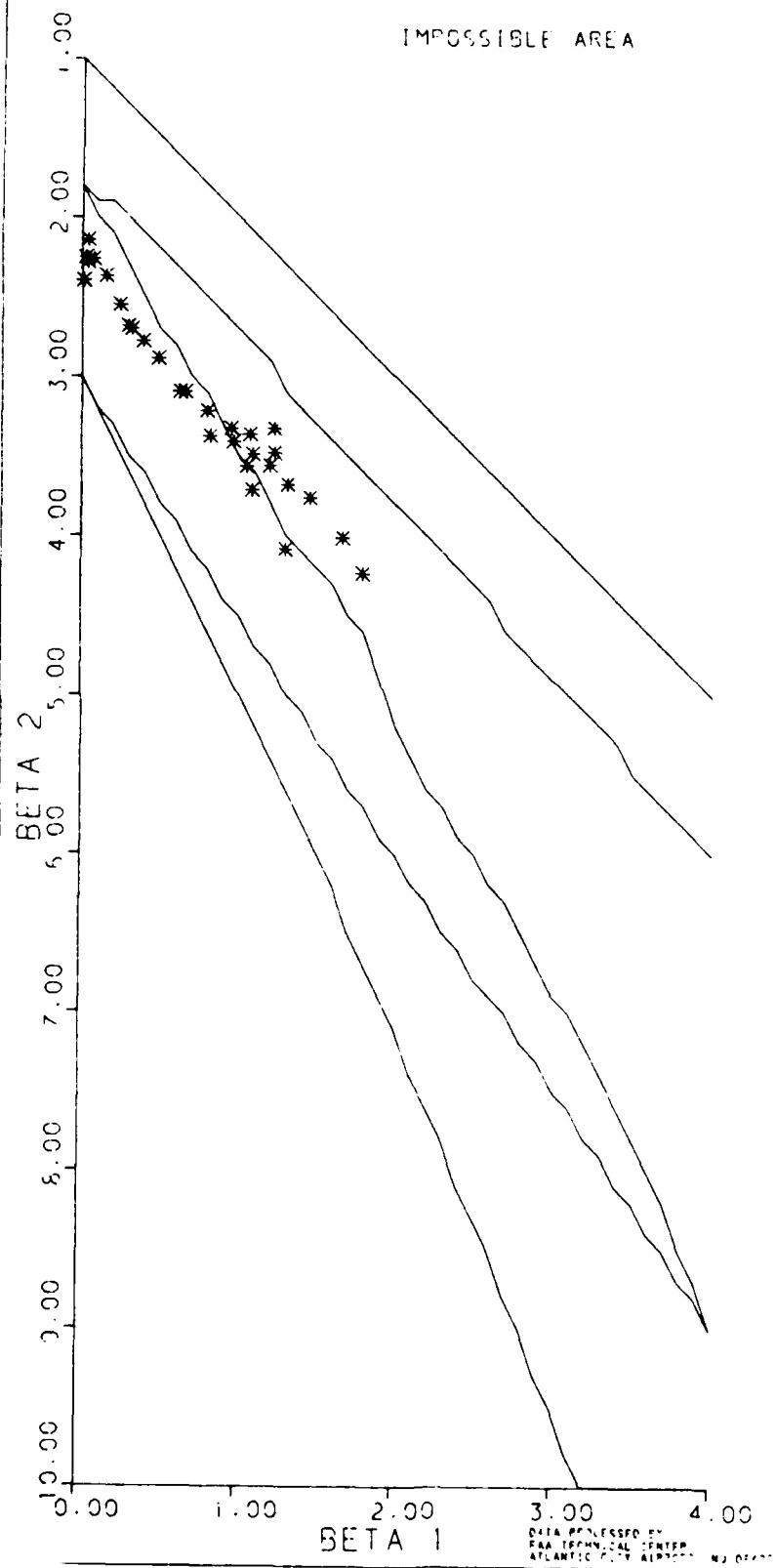
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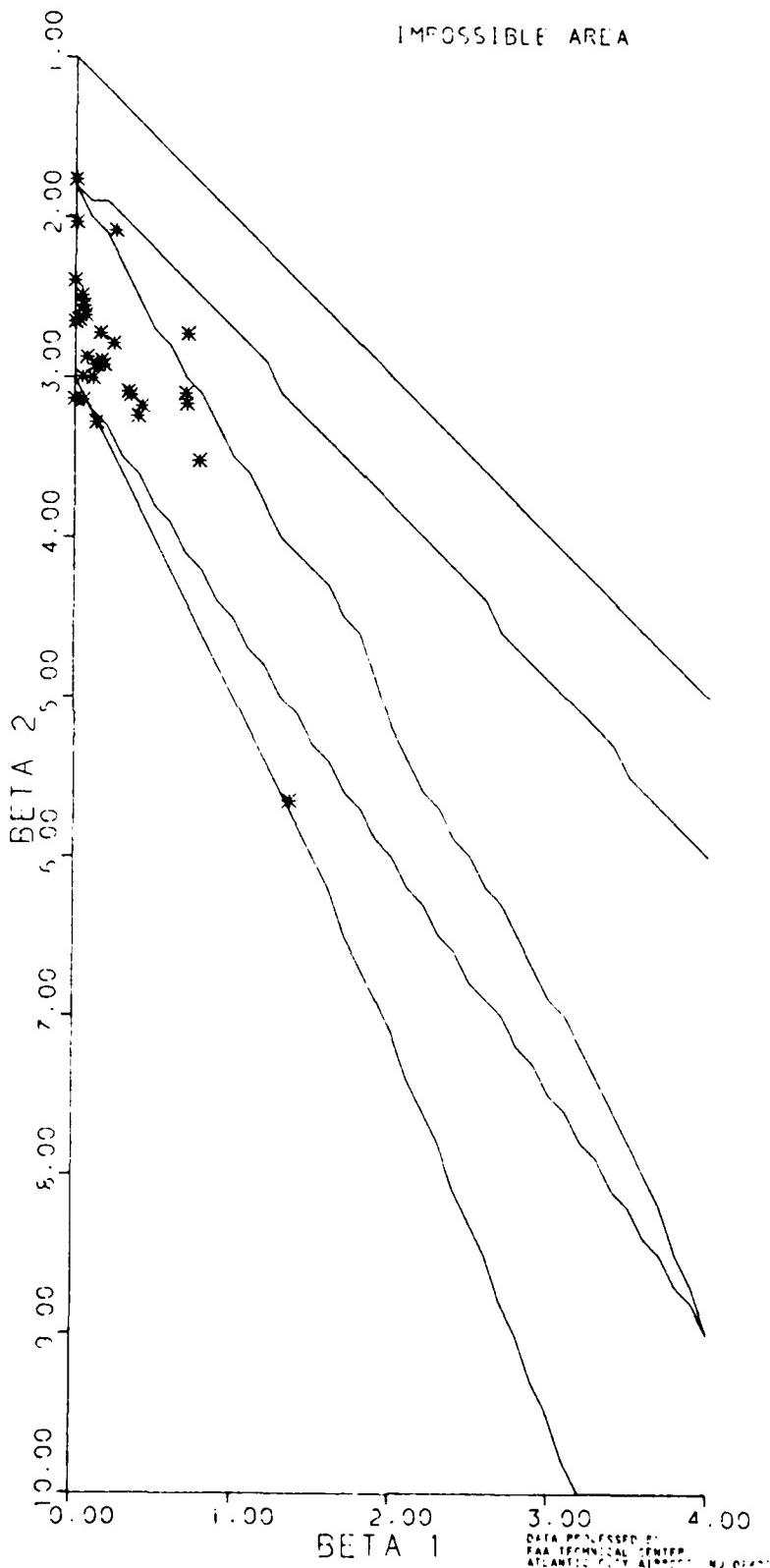
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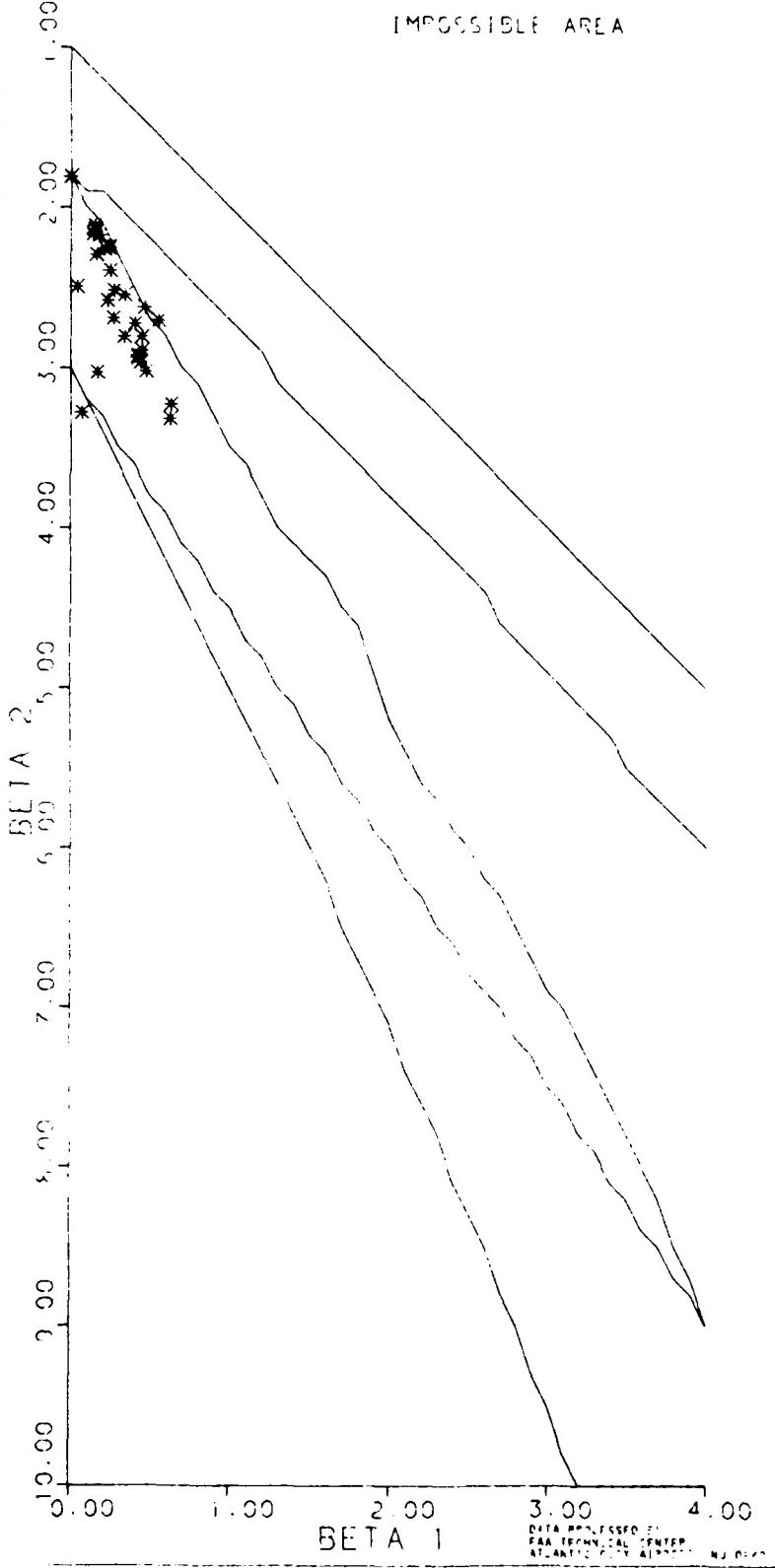
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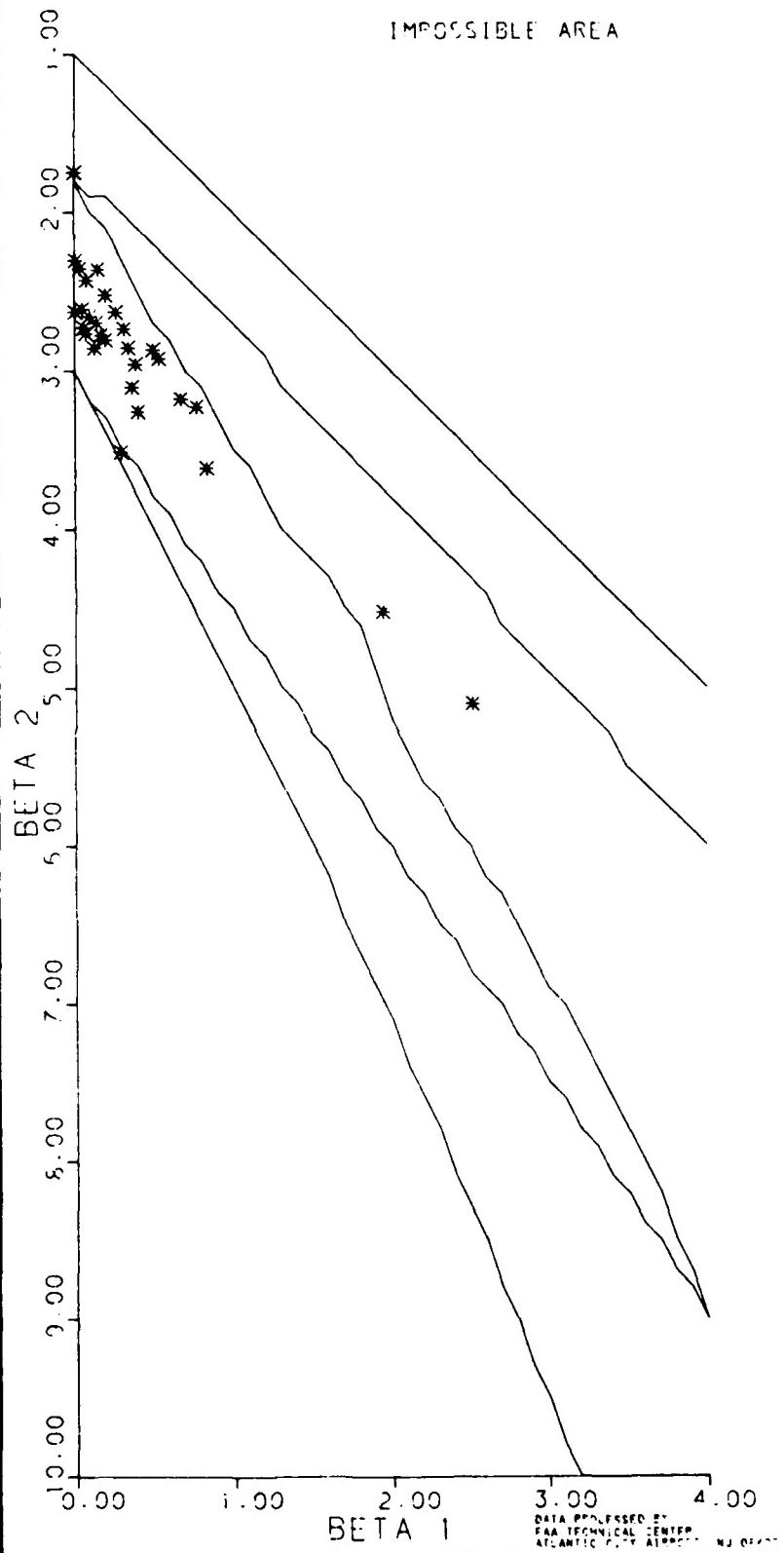
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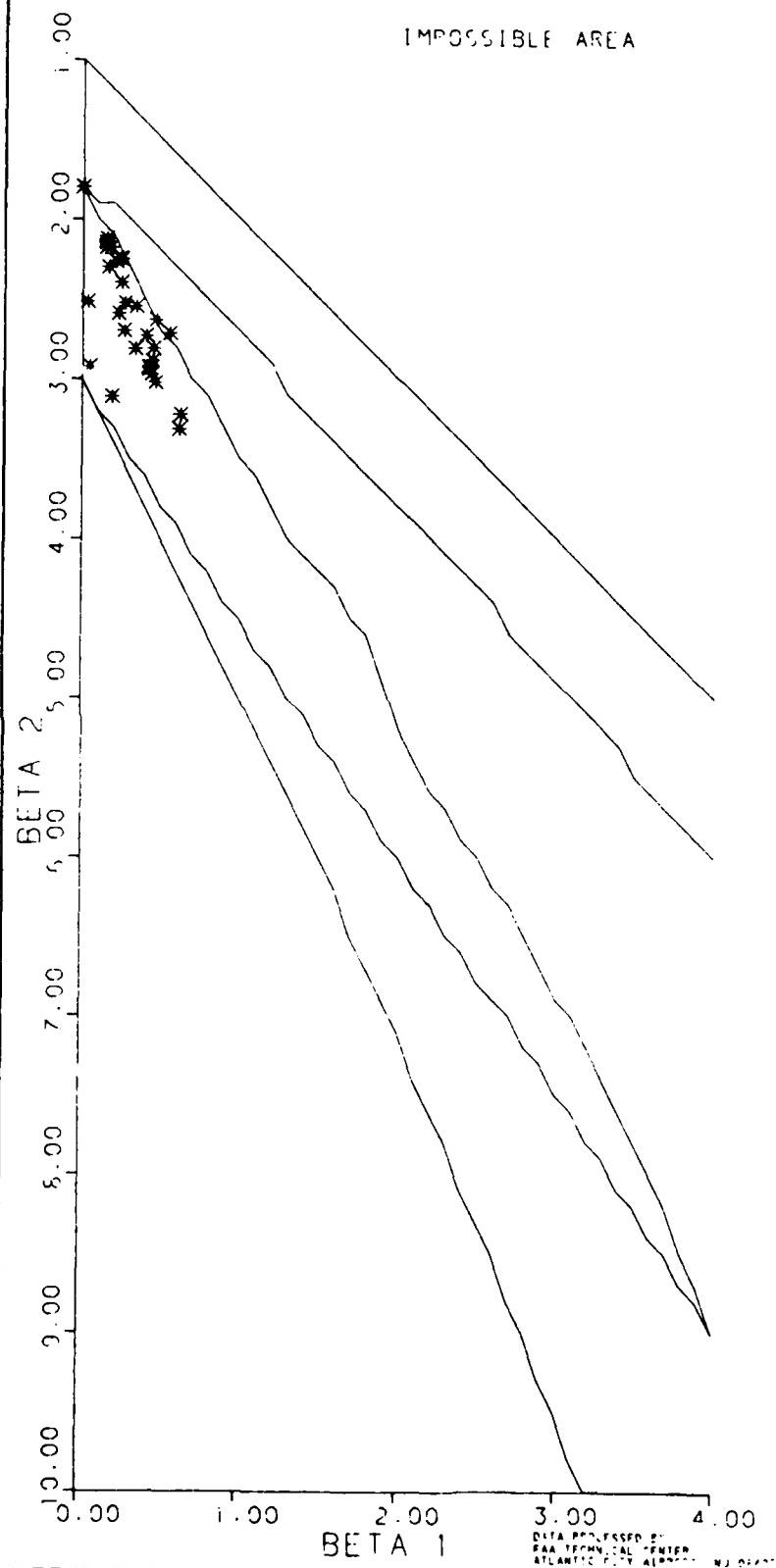
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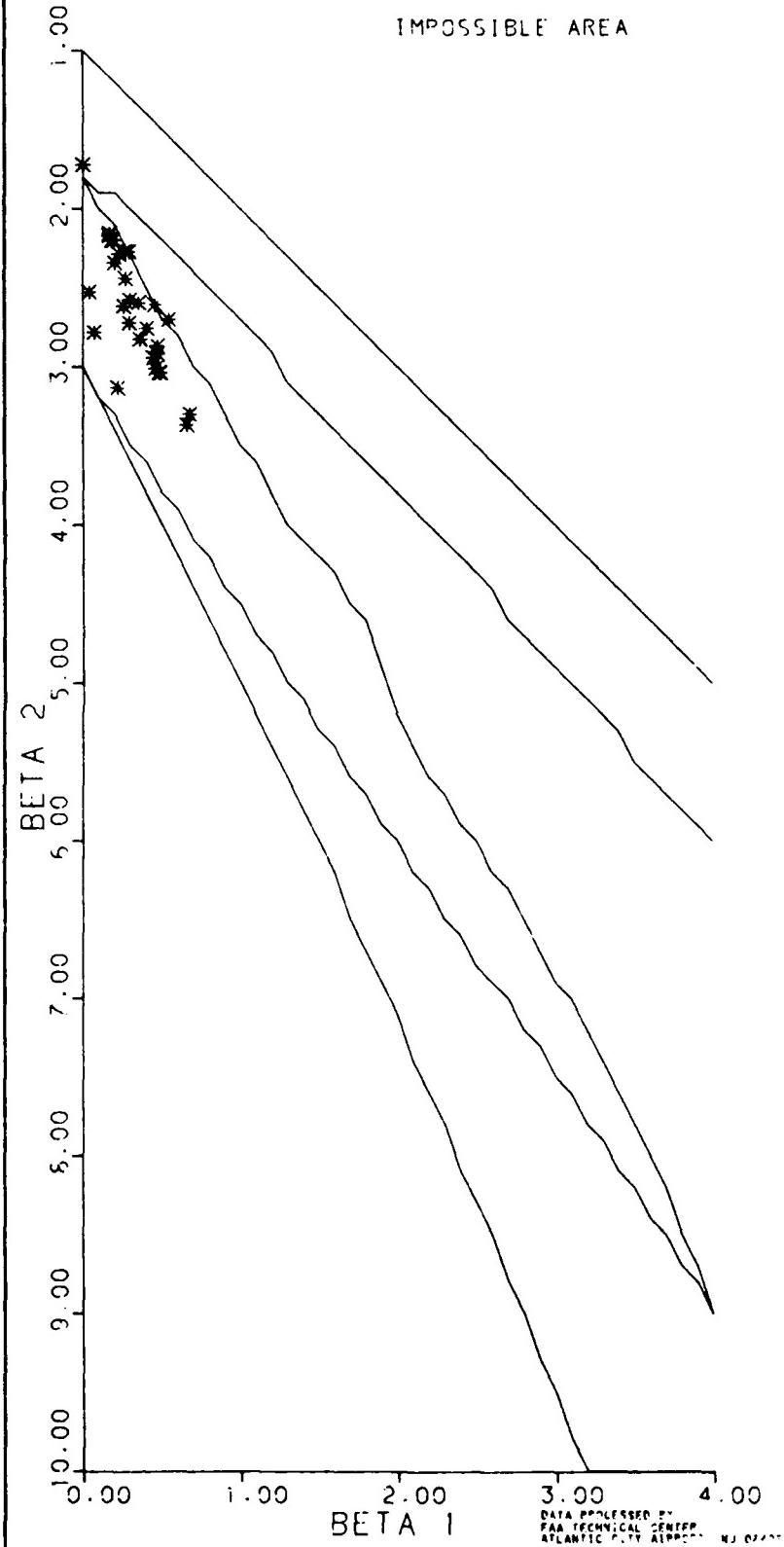
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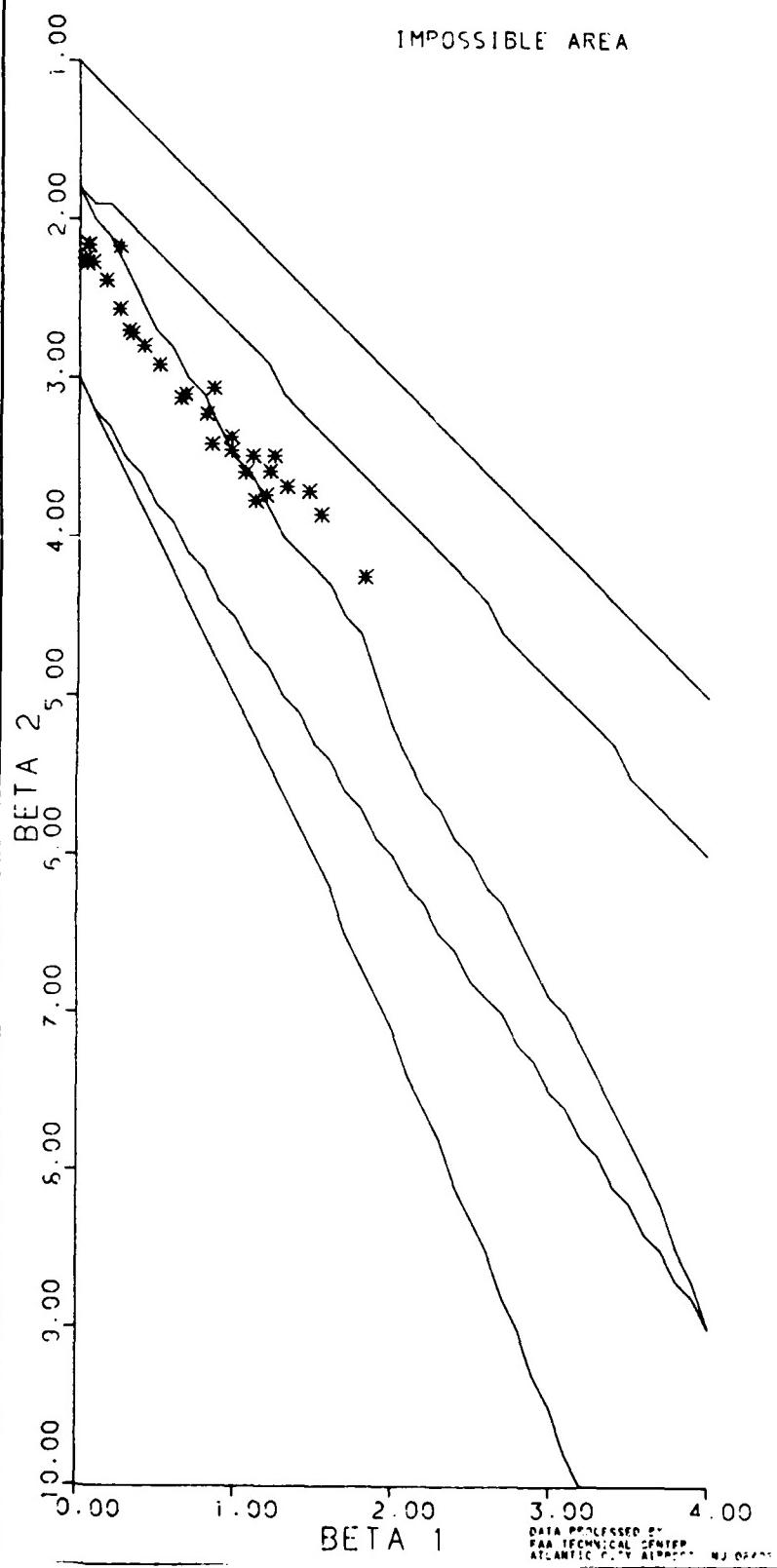
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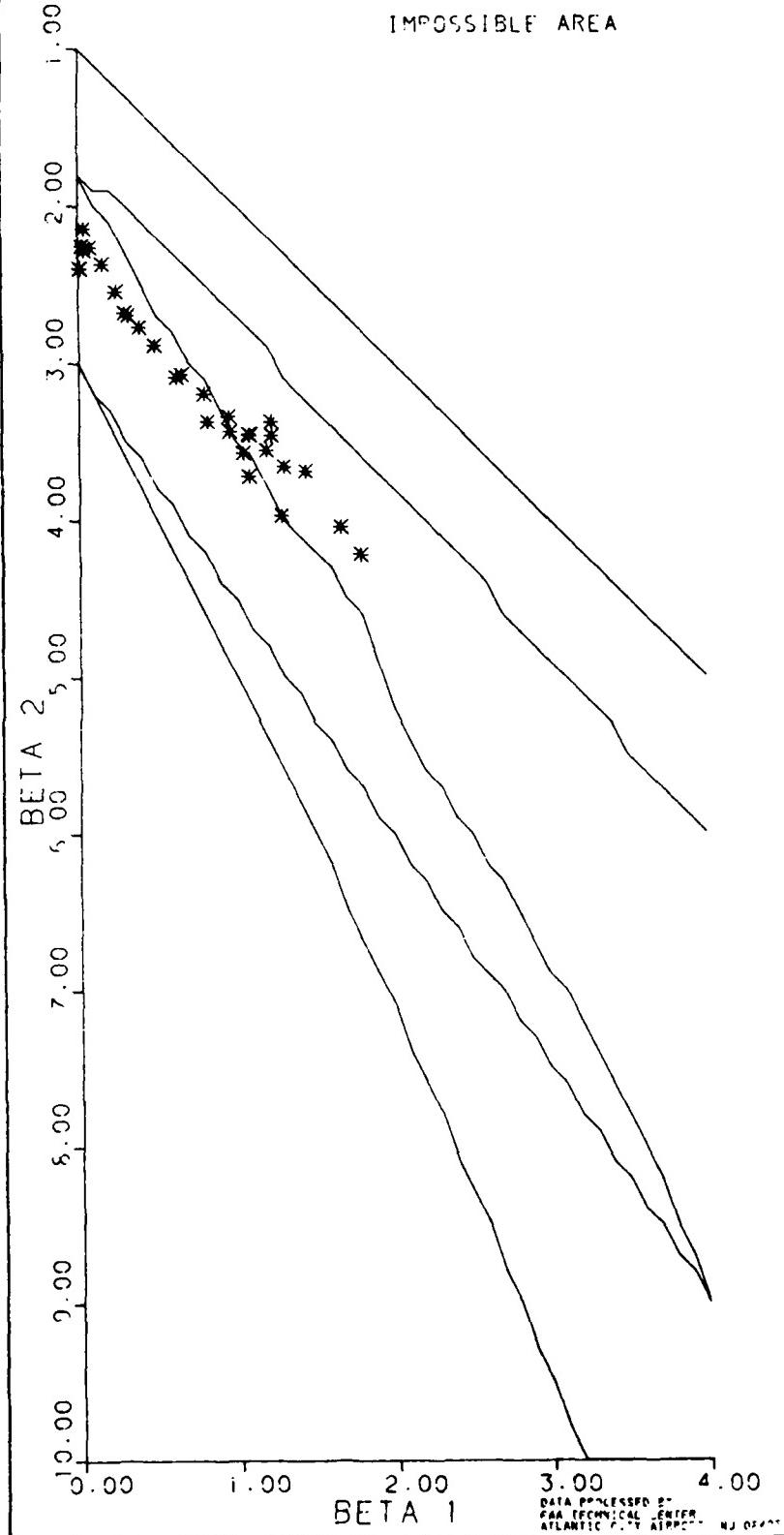


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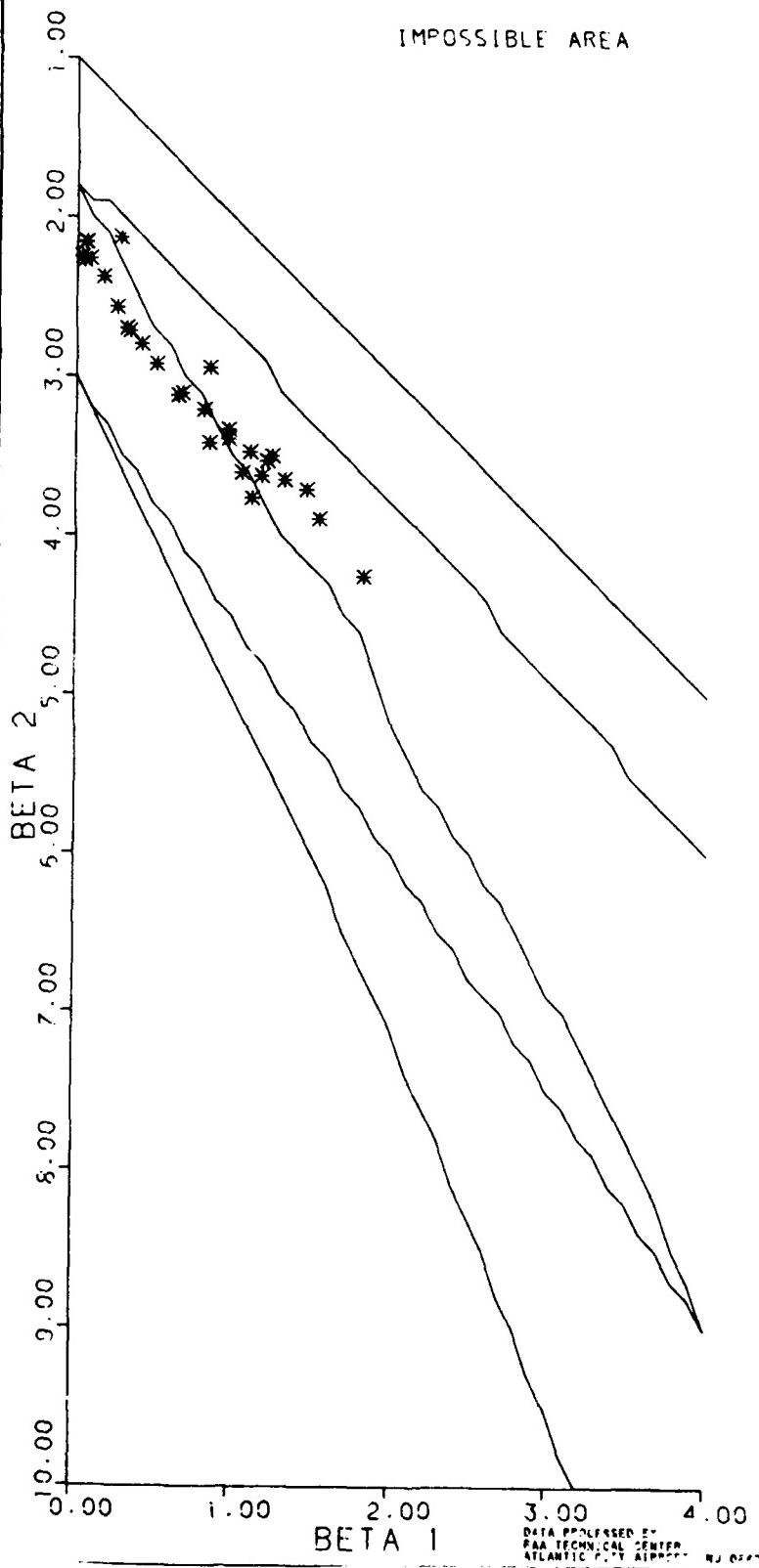


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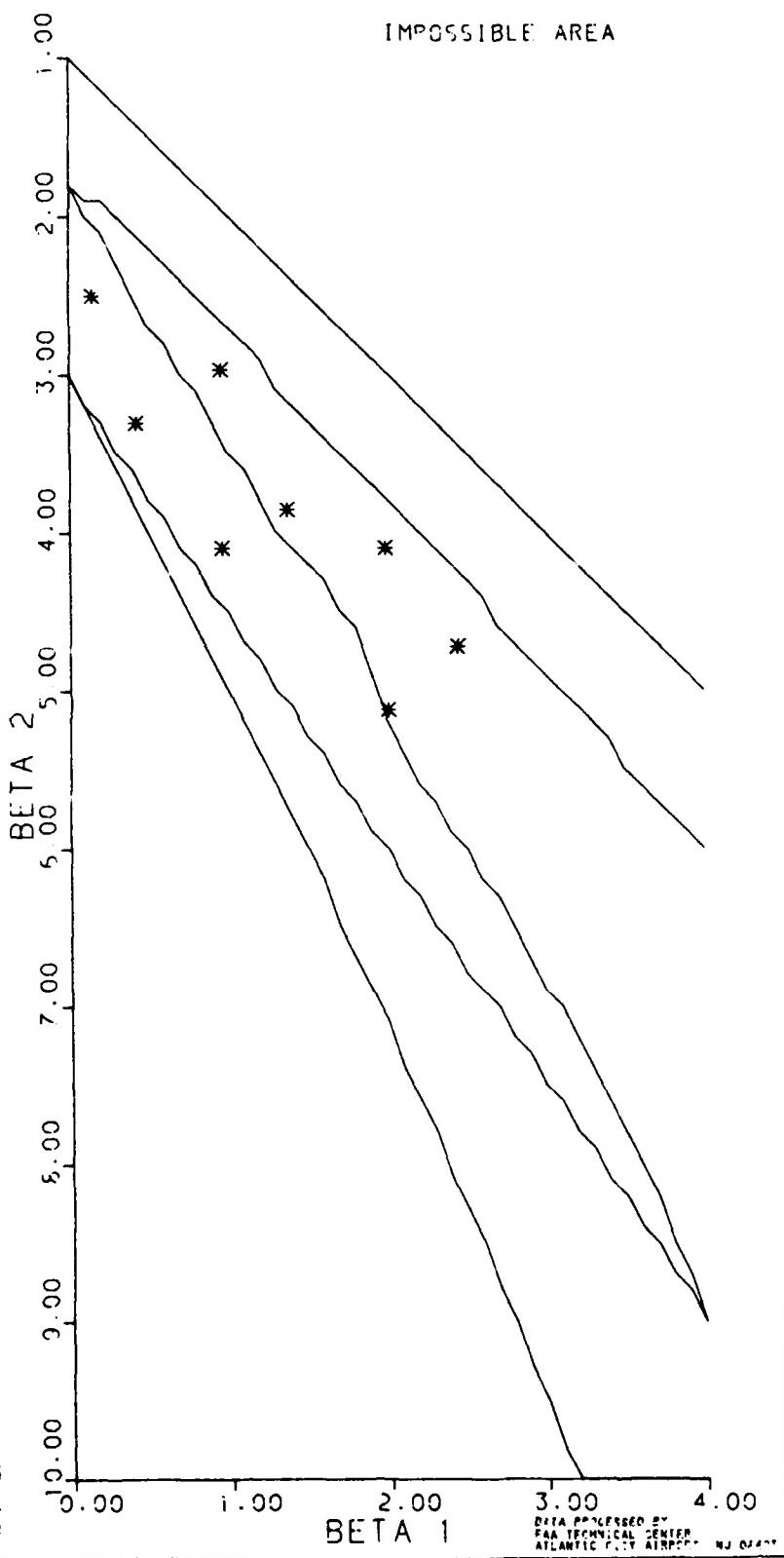
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10.00 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE ERROR (FT)



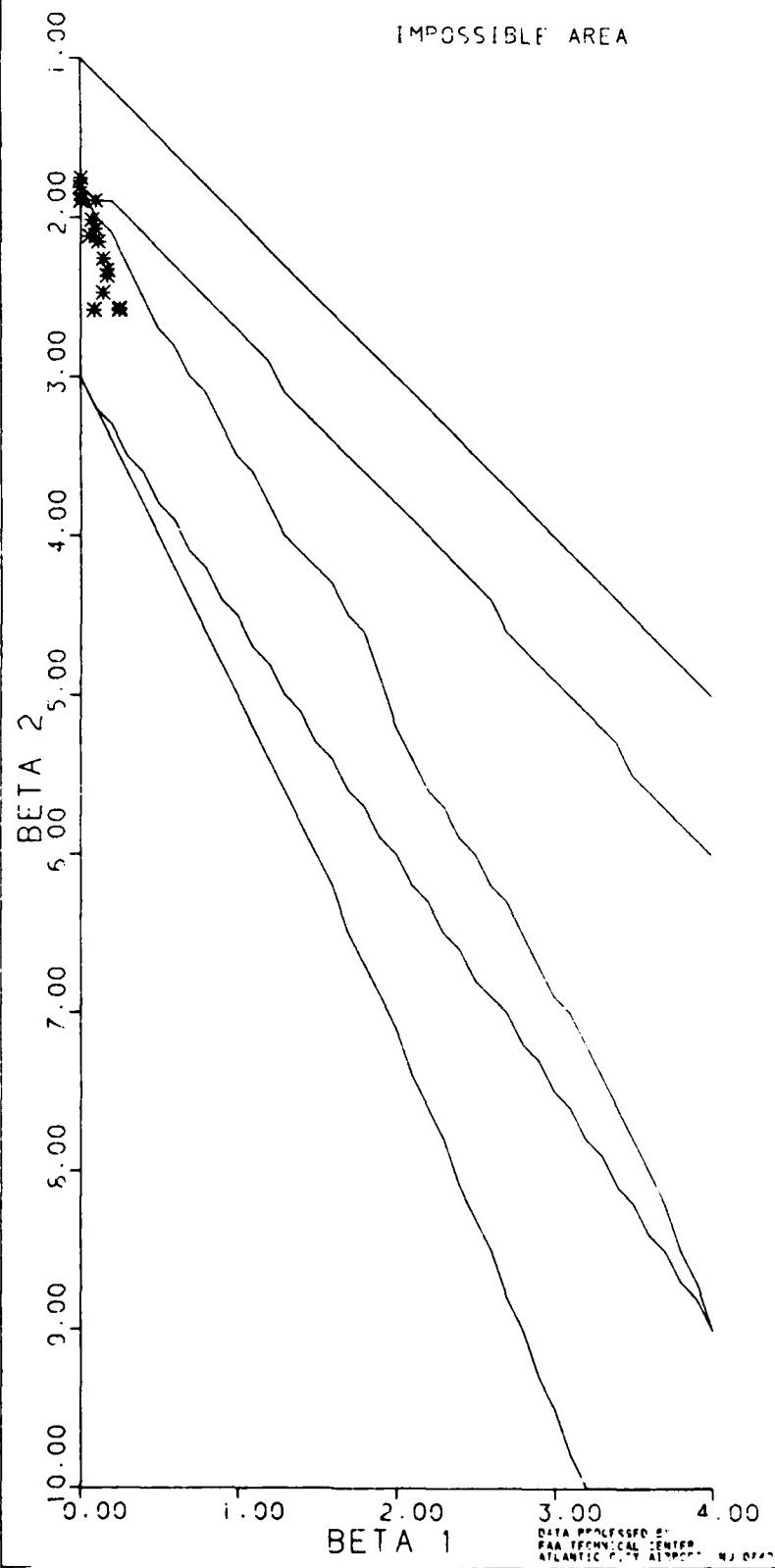
VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
10.00 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG)



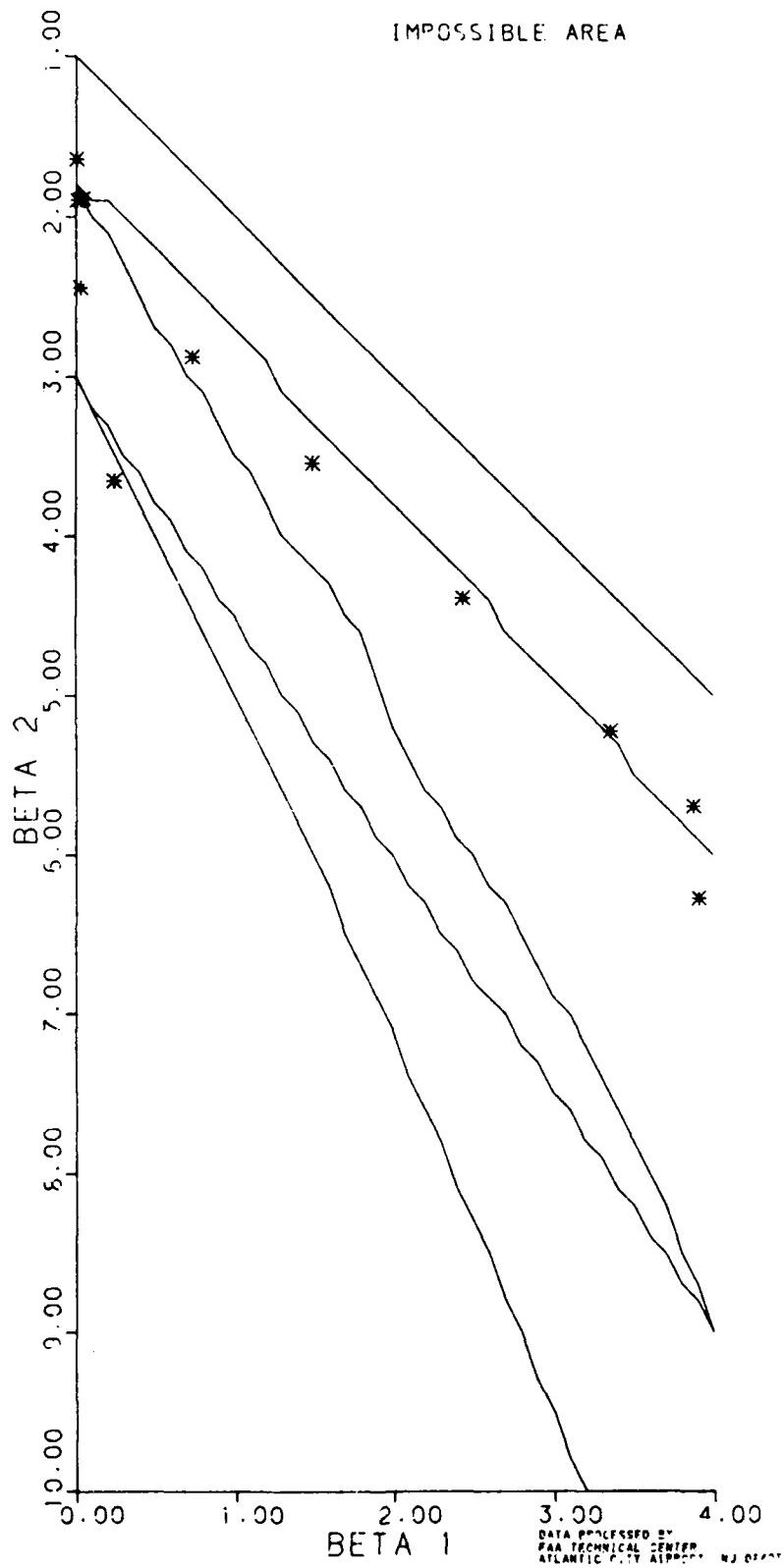
VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
7.125 DEGREE CURVED APPROACHES  
CROSSTRACK POSITION (FT)



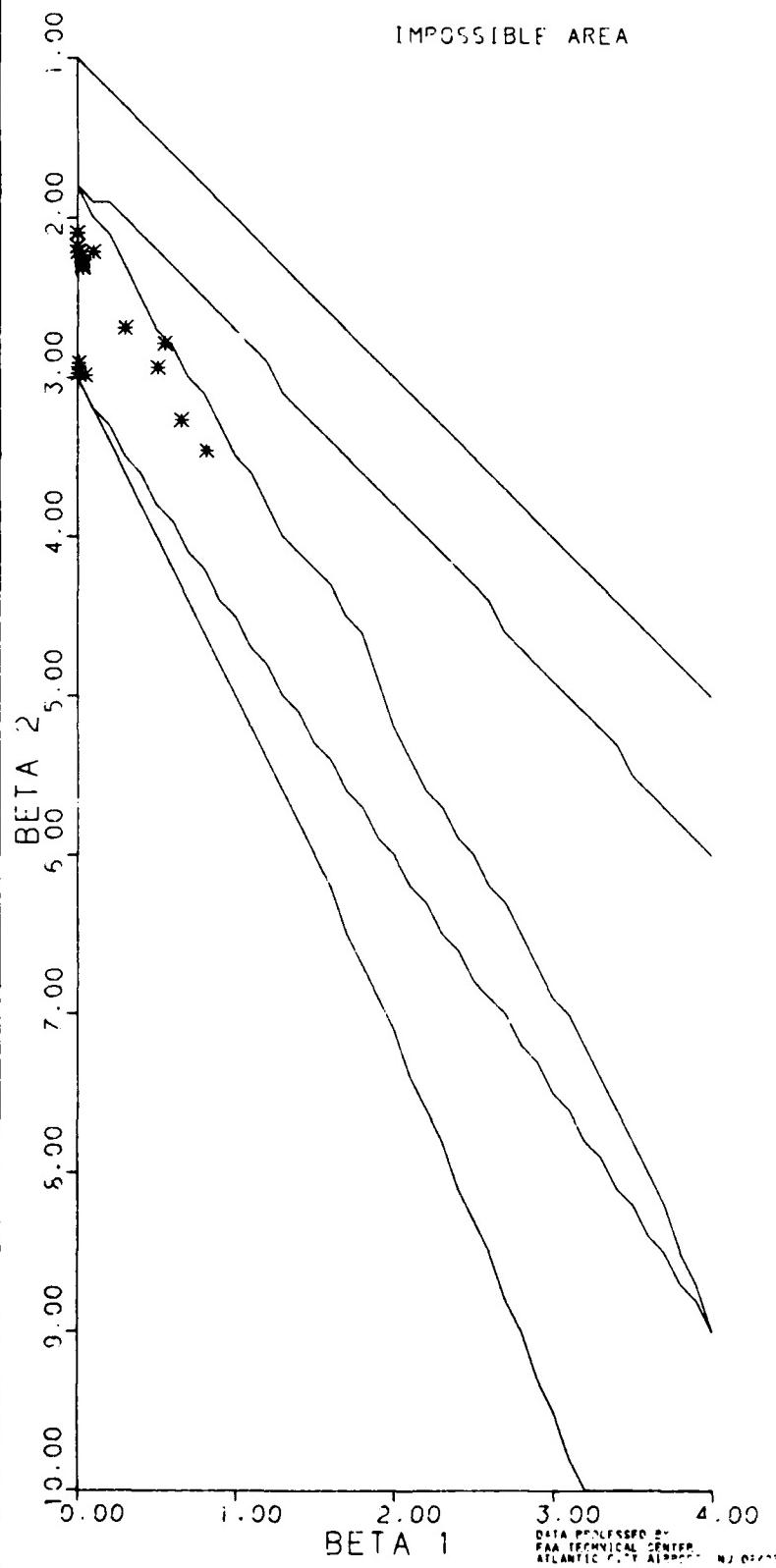
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7.125 DEGREE CURVED APPROACHES  
ALTITUDE (FT)



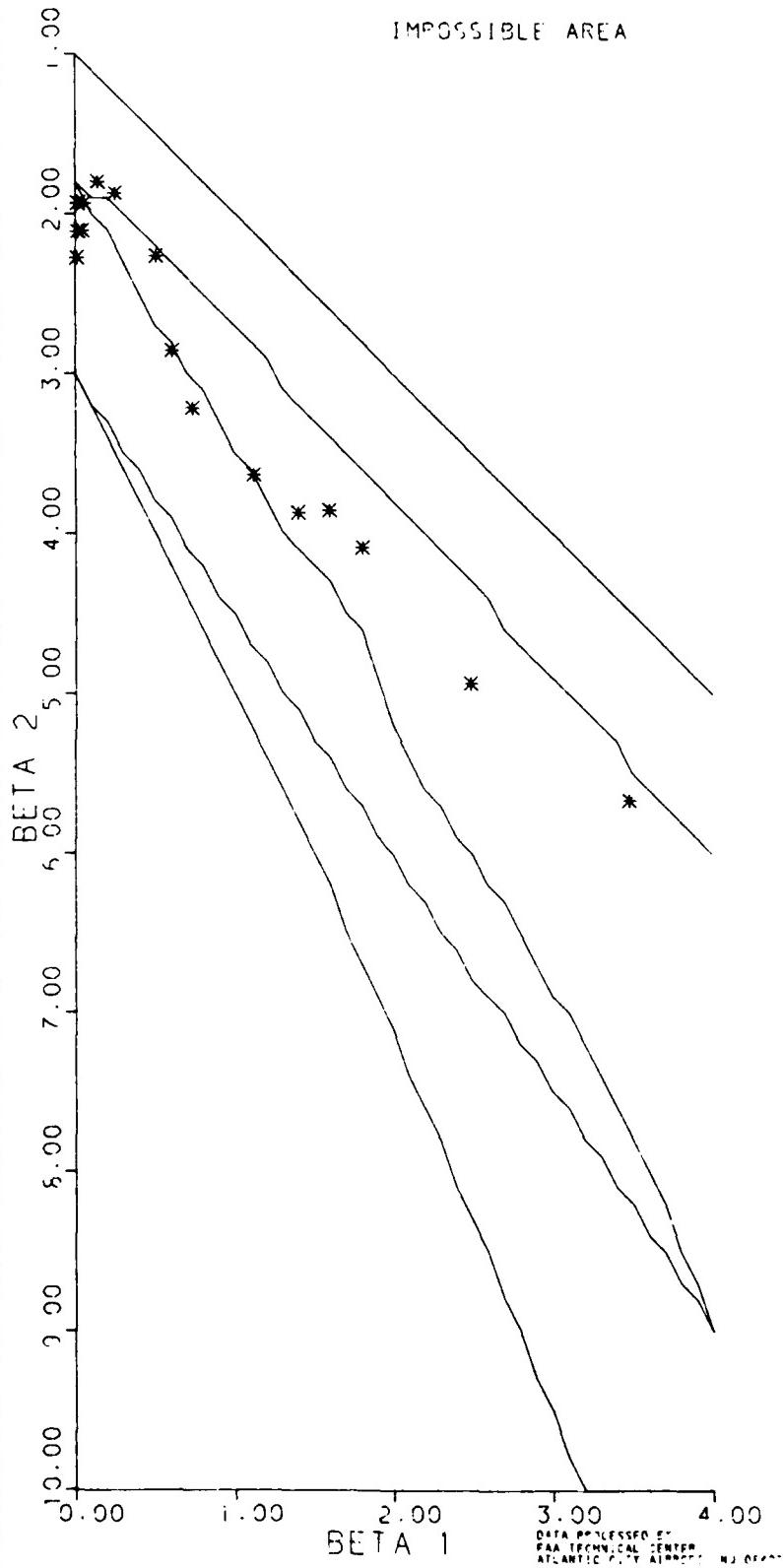
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CROSSTRAK VELOCITY (FPM)



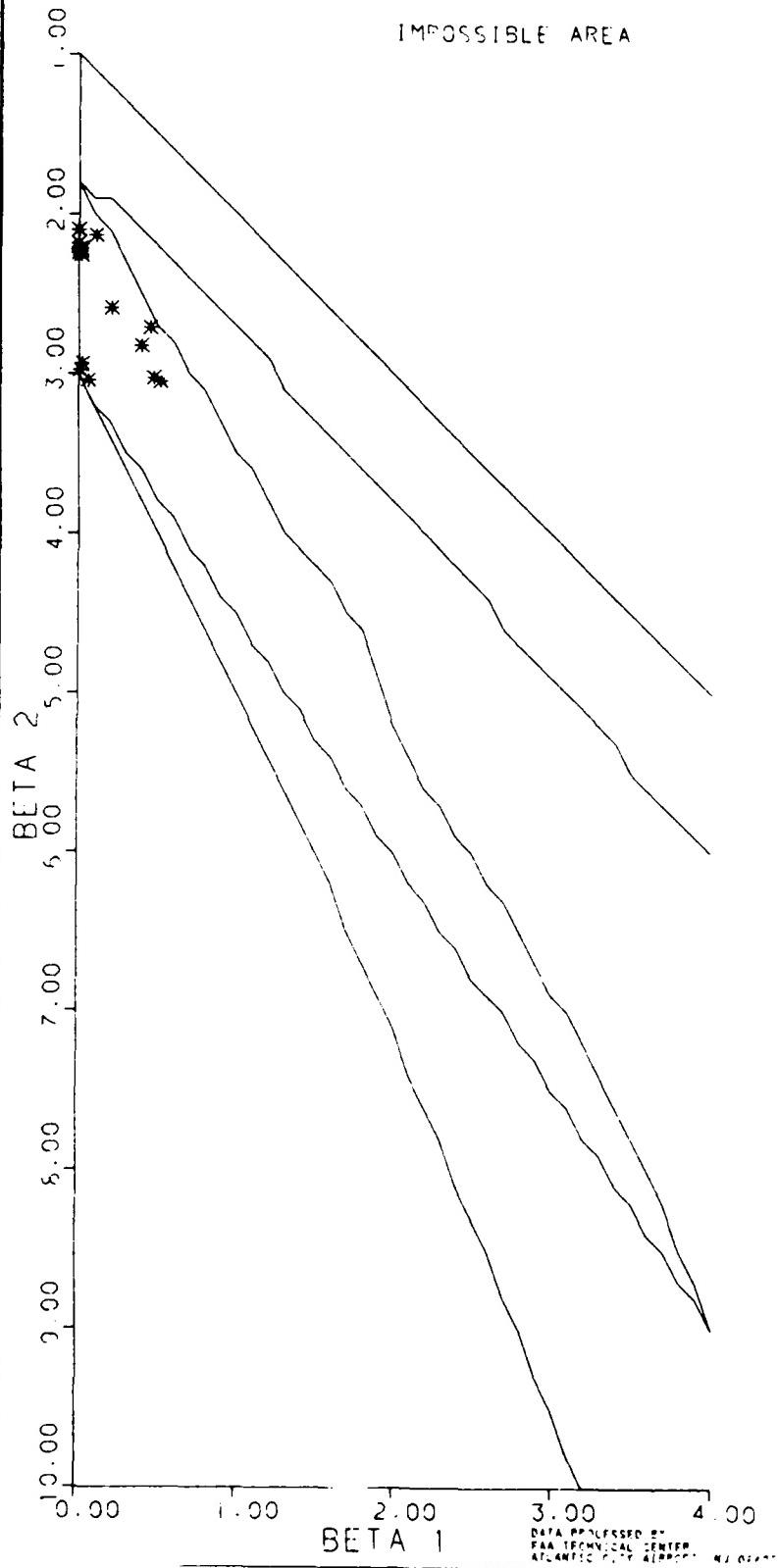
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ALONGTRACK VELOCITY (FPM)



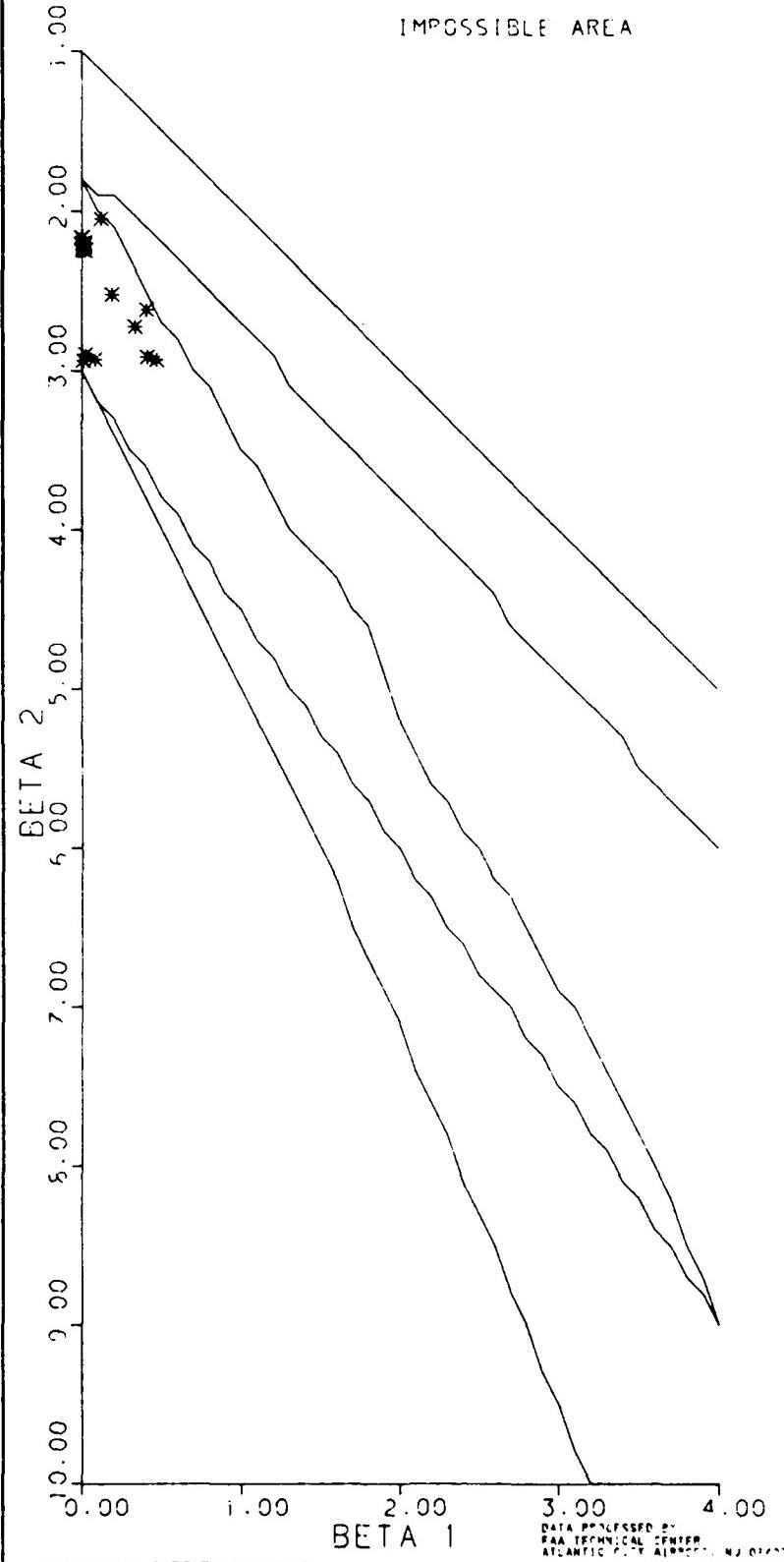
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VERTICAL VELOCITY (FPM)



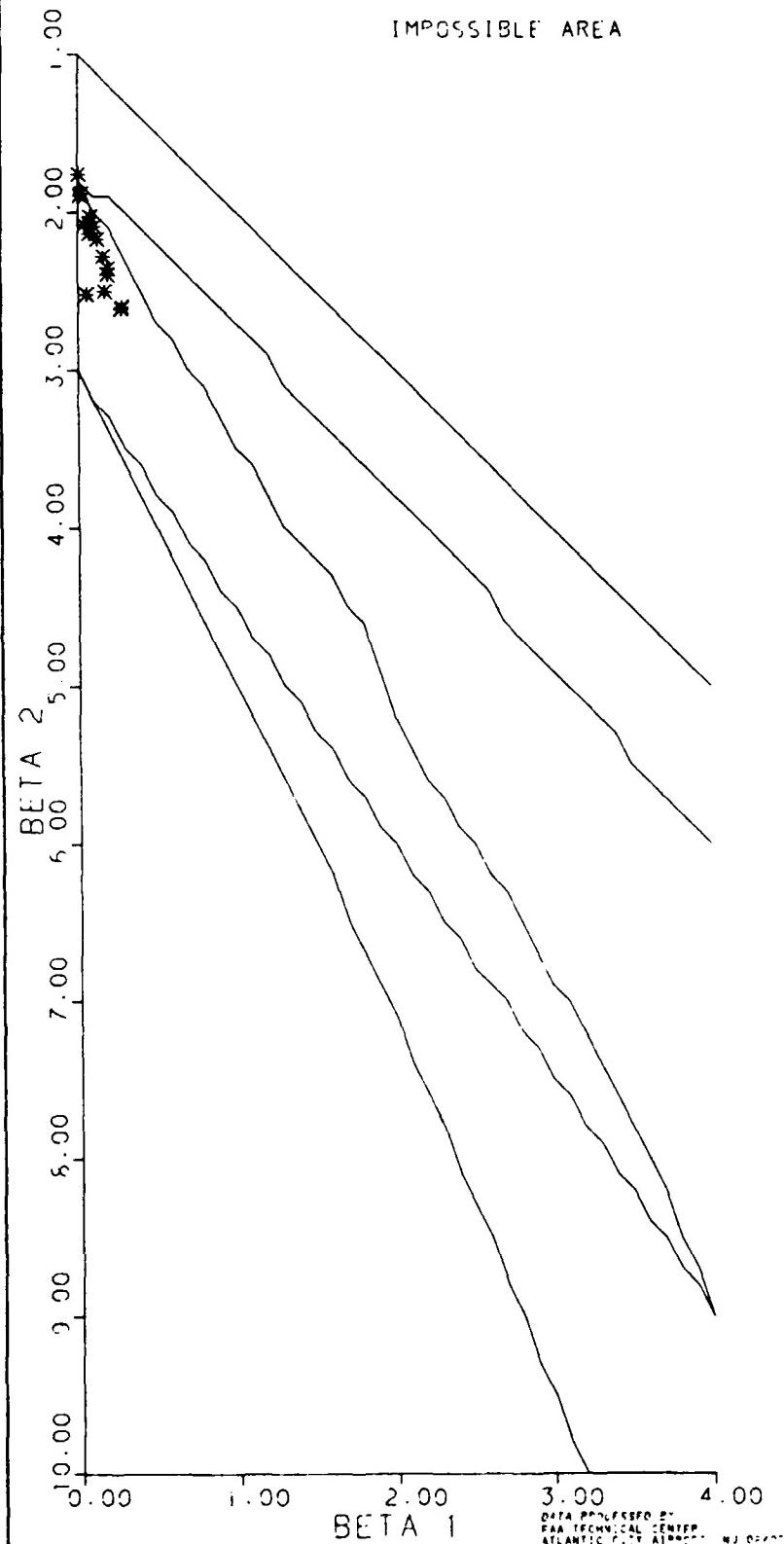
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GROUNDSPEED (KNOTS)



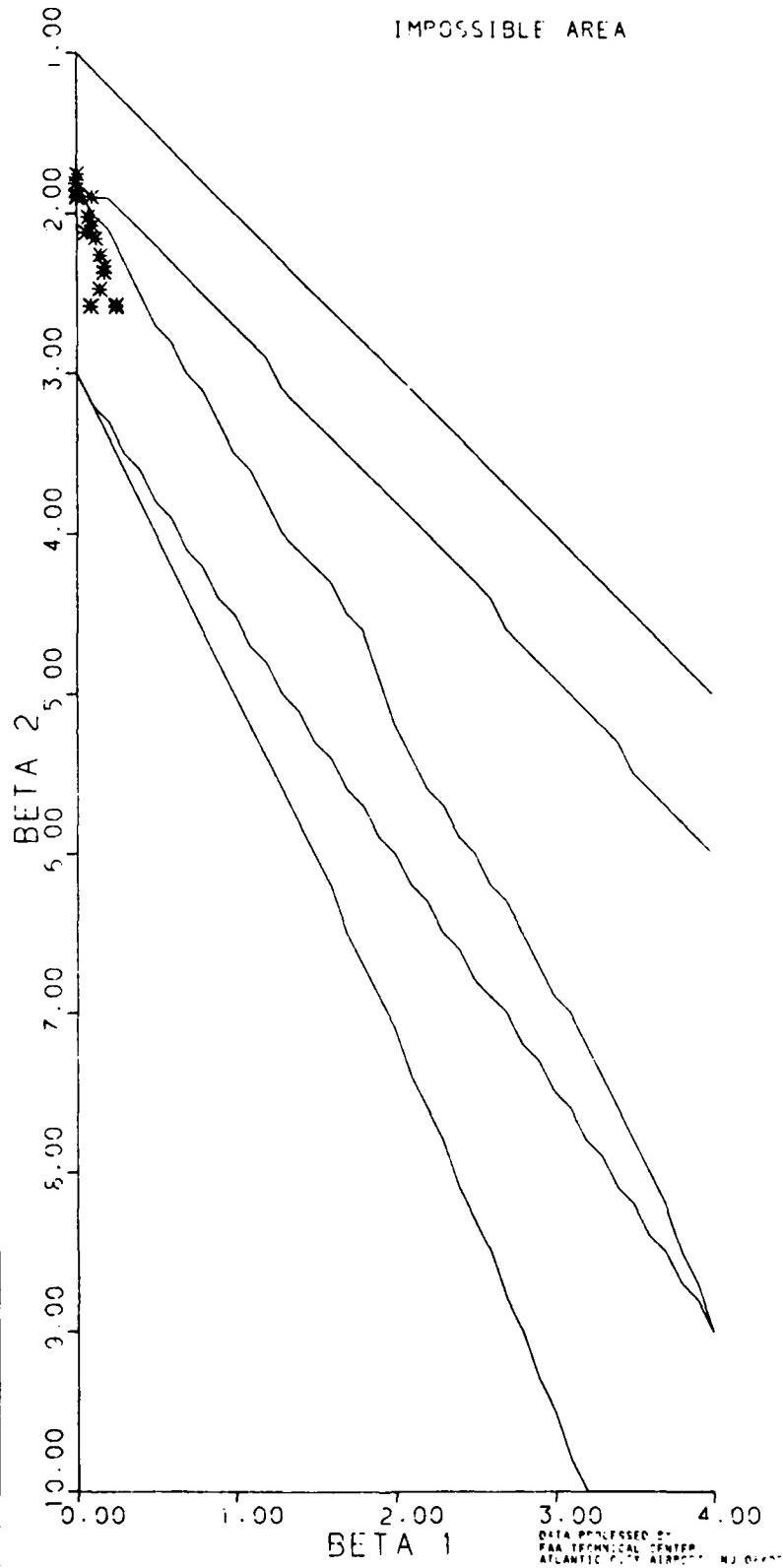
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ALONGPATH SPEED (KNOTS)



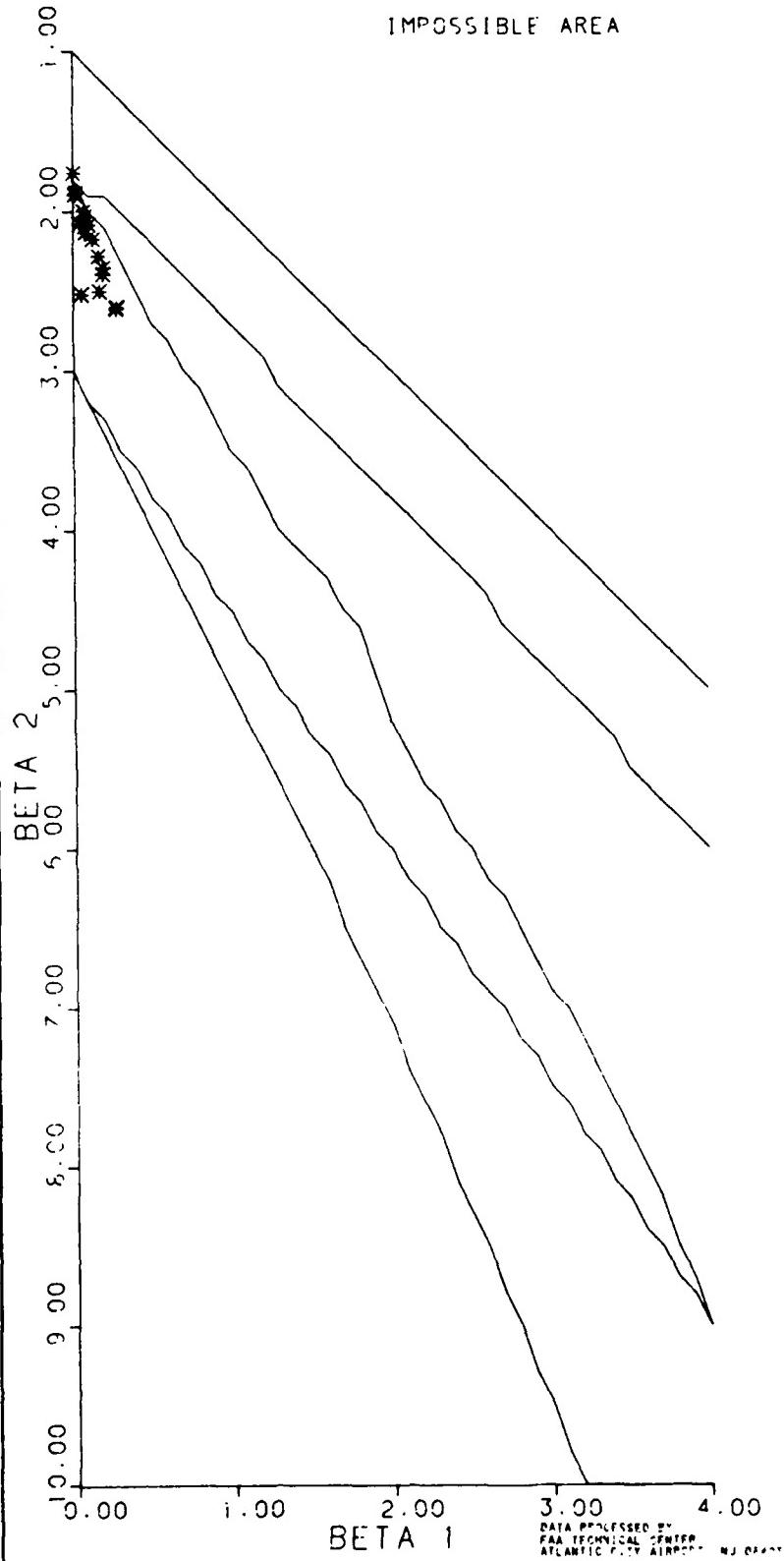
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7.125 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG)



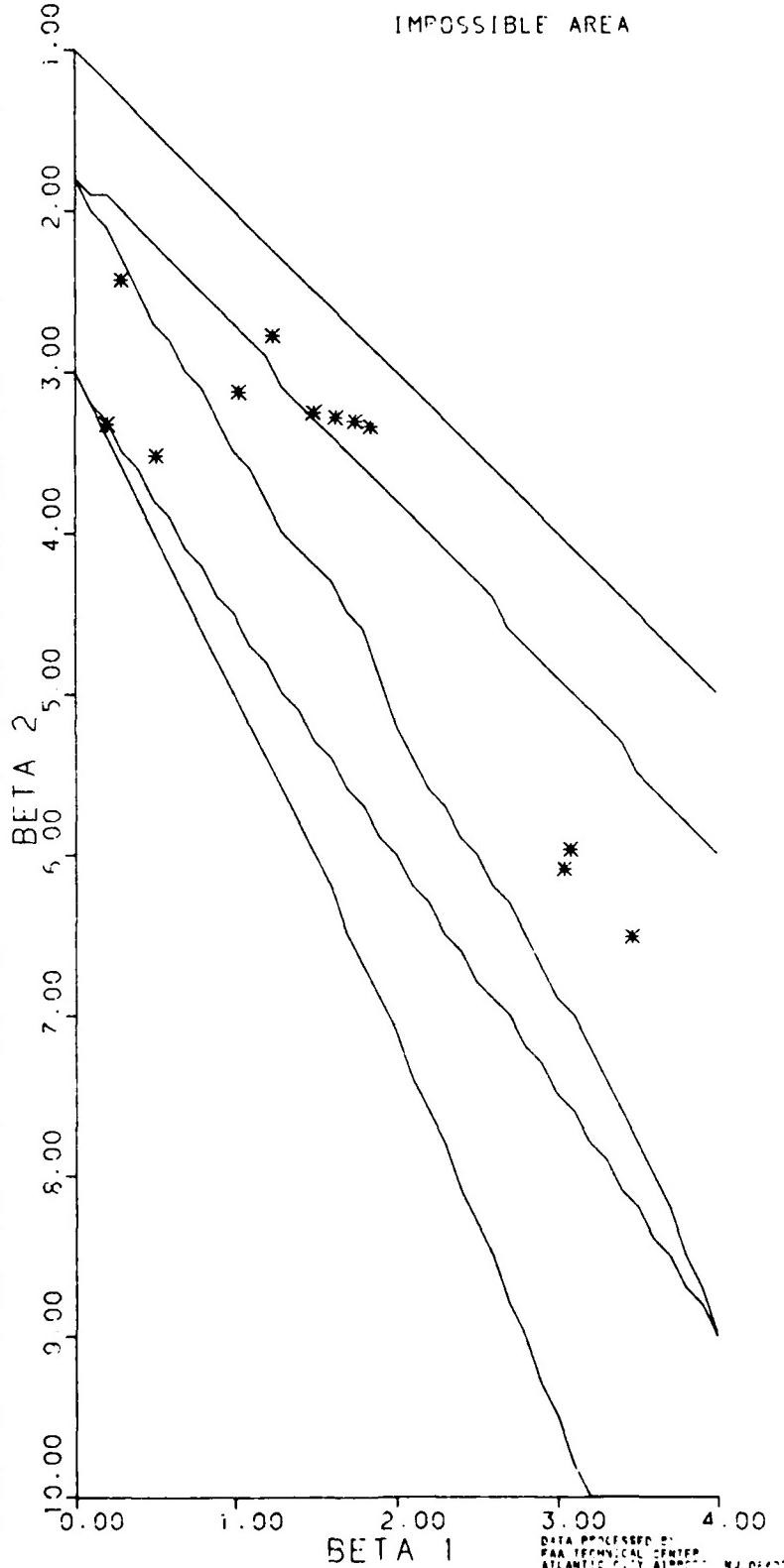
VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
7.125 DEGREE CURVED APPROACHES  
ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- UHT ONLY  
7.125 DEGREE CURVED APPROACHES  
ANGULAR POSITION (DEG)

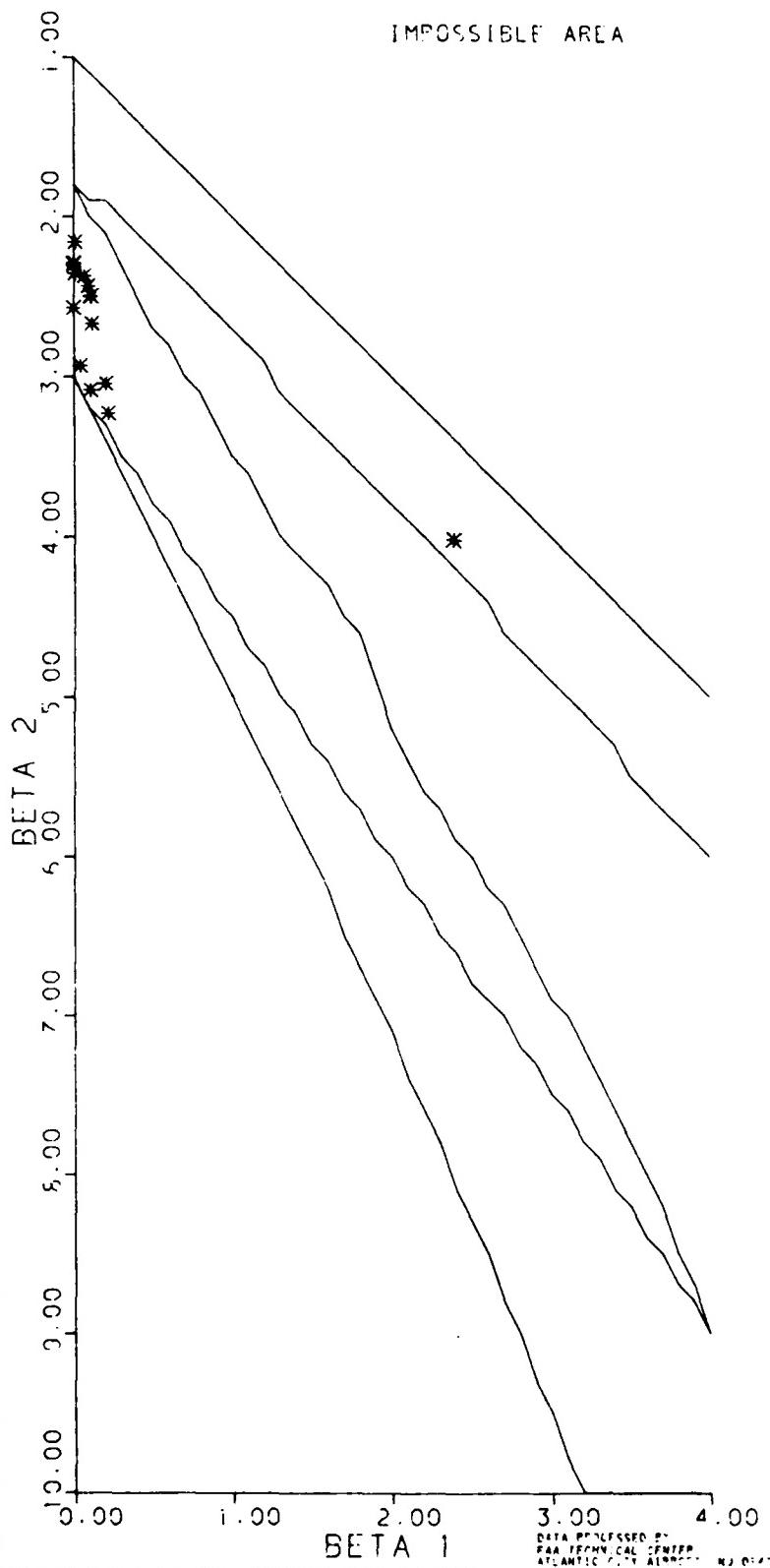


VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
6.000 DEGREE CURVED APPROACHES  
CROSSTRACK POSITION (FT)



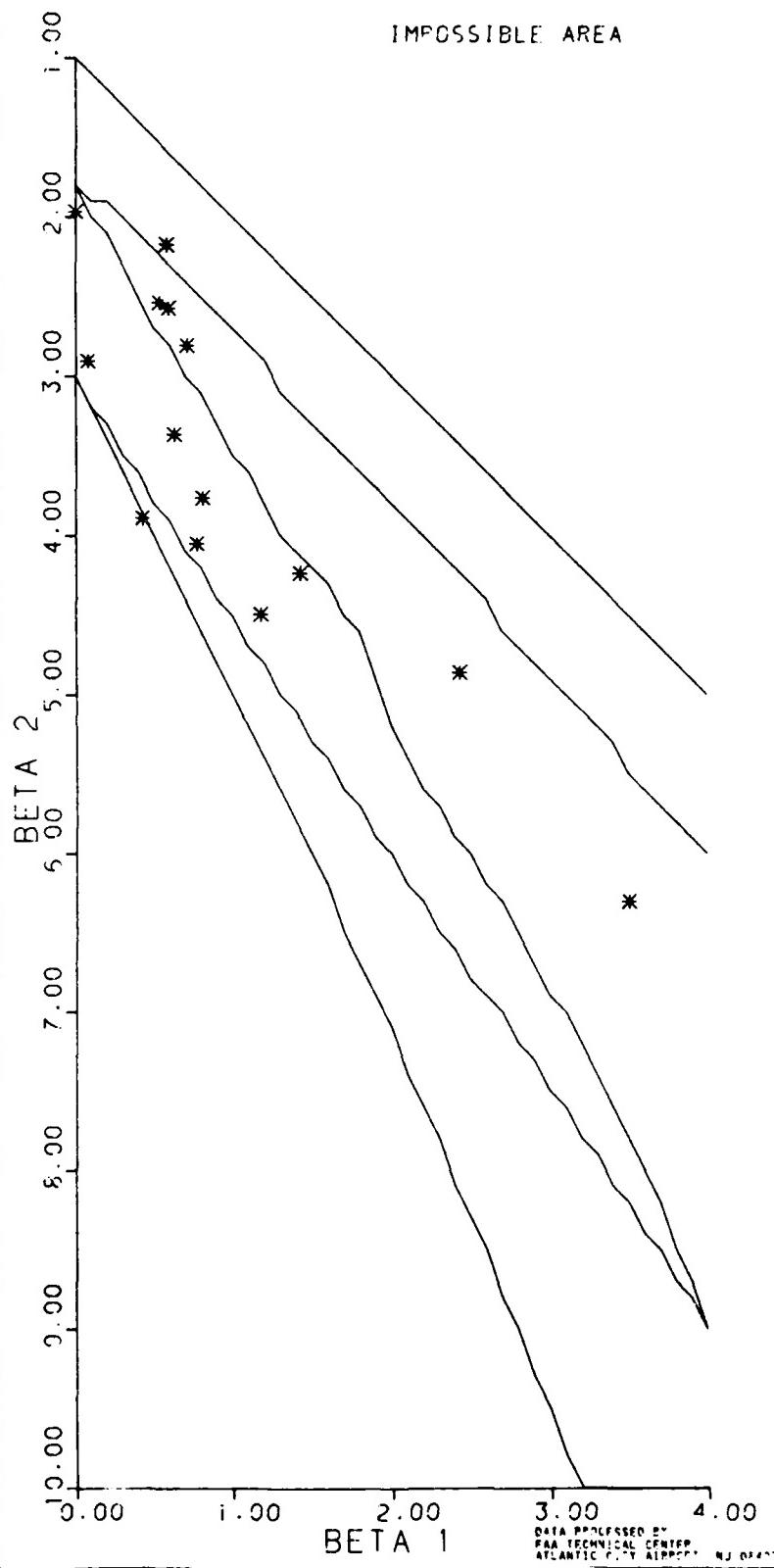
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6.000 DEGREE CURVED APPROACHES  
ALTITUDE (FT)

IMPOSSIBLE AREA

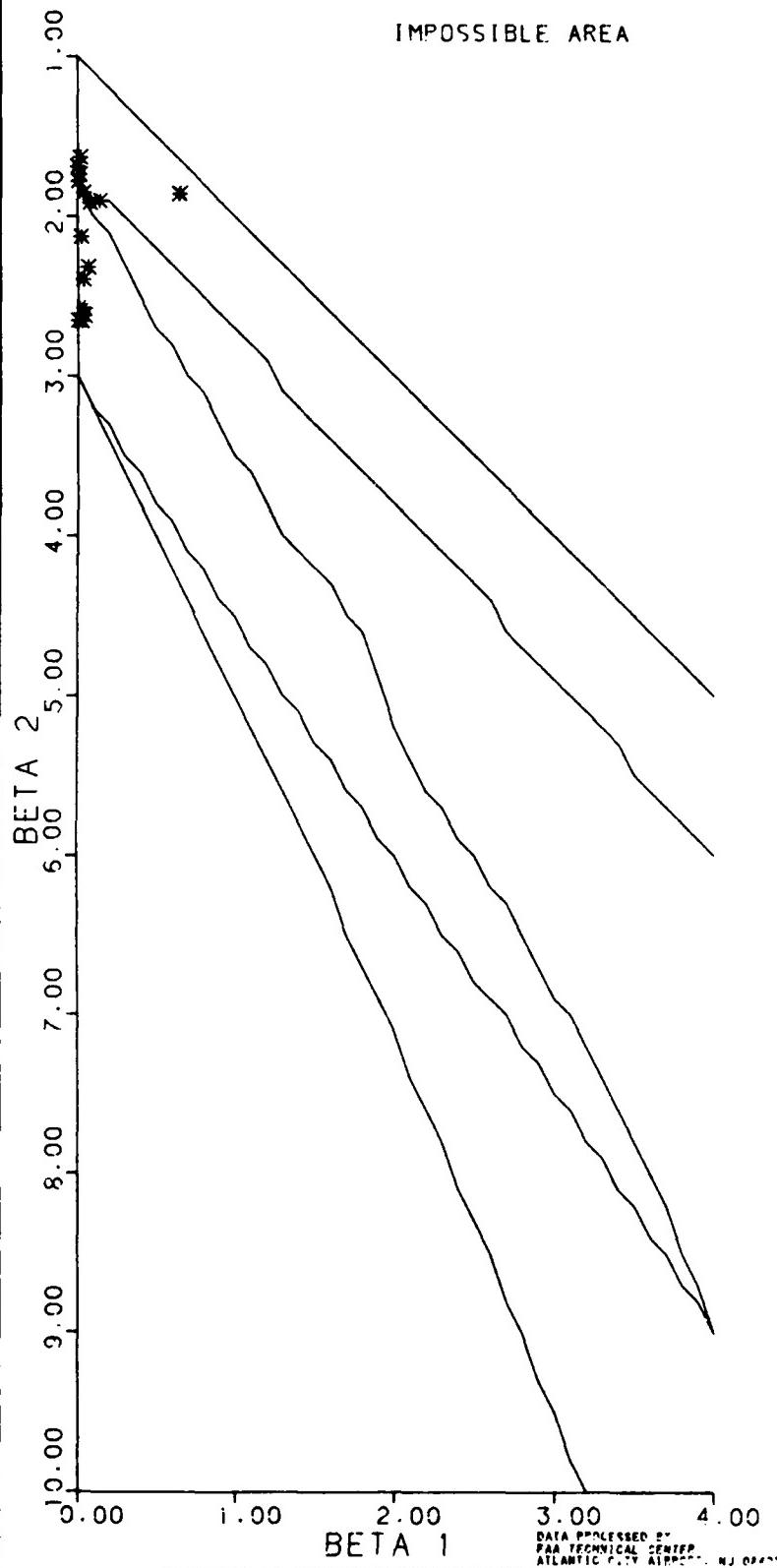


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VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
6.000 DEGREE CURVED APPROACHES  
CROSSTRACK VELOCITY (FPM)

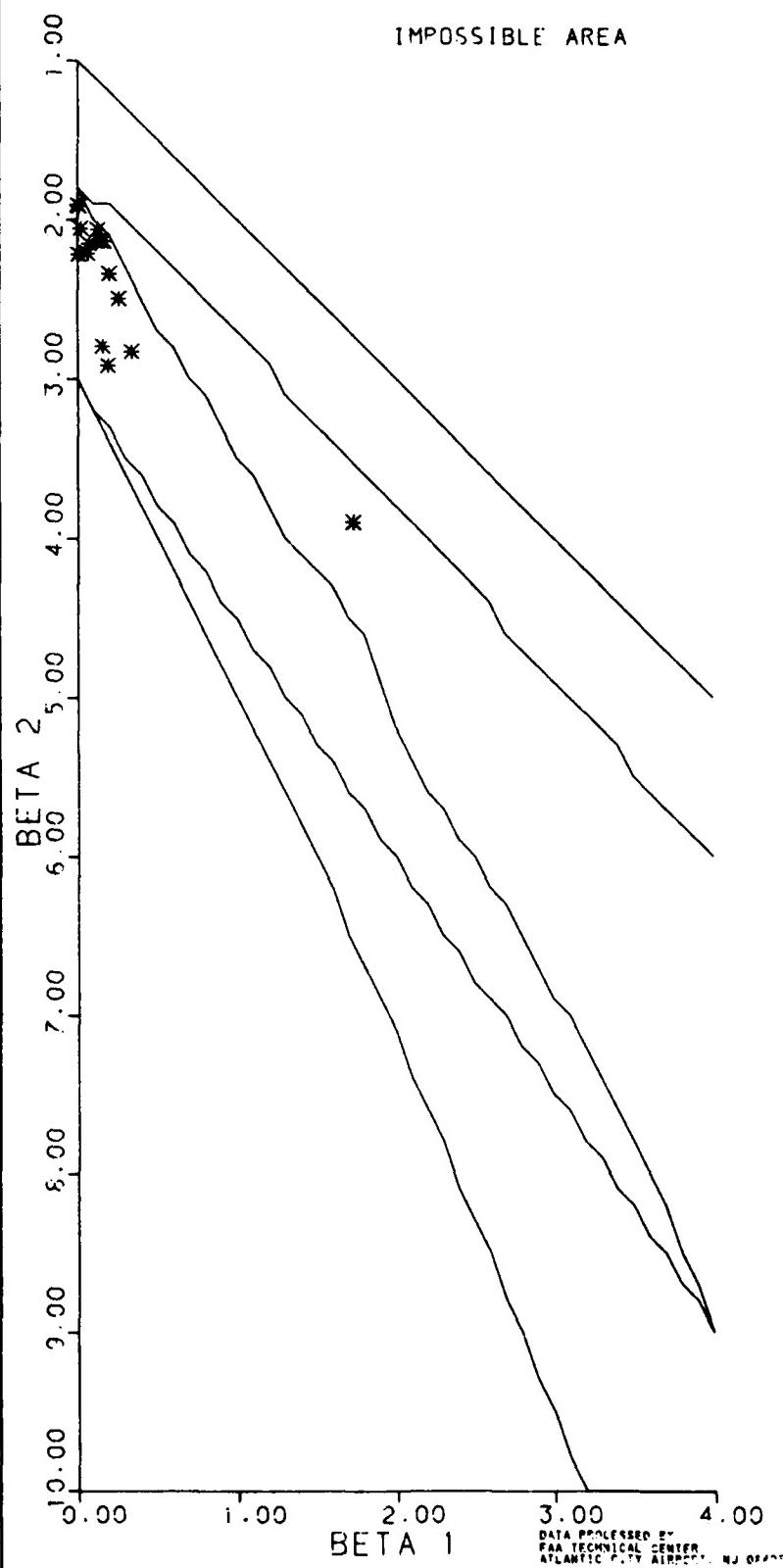


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6.000 DEGREE CURVED APPROACHES  
ALONGTRACK VELOCITY (FPM)



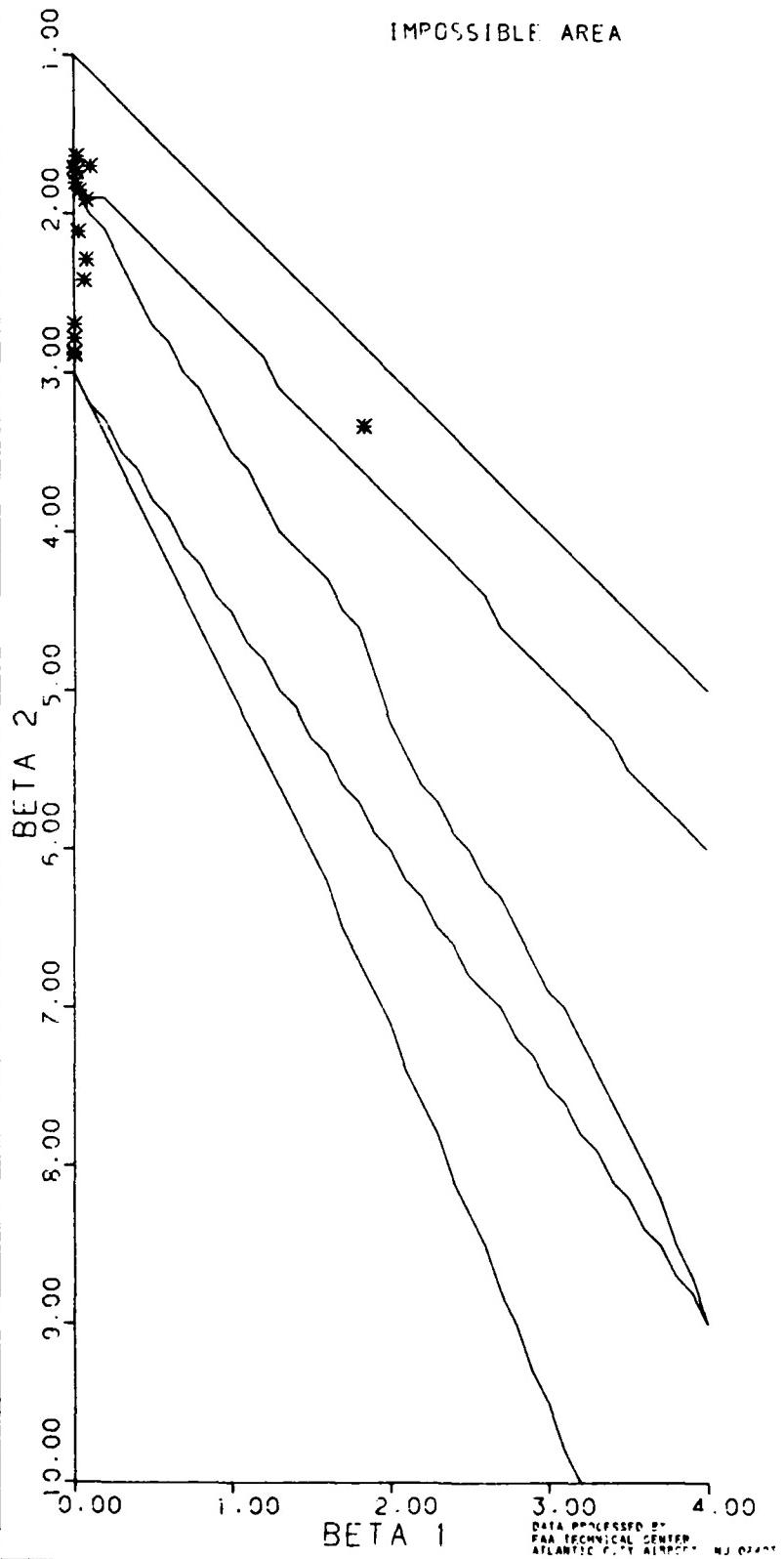
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VERTICAL VELOCITY (FPM)

IMPOSSIBLE AREA

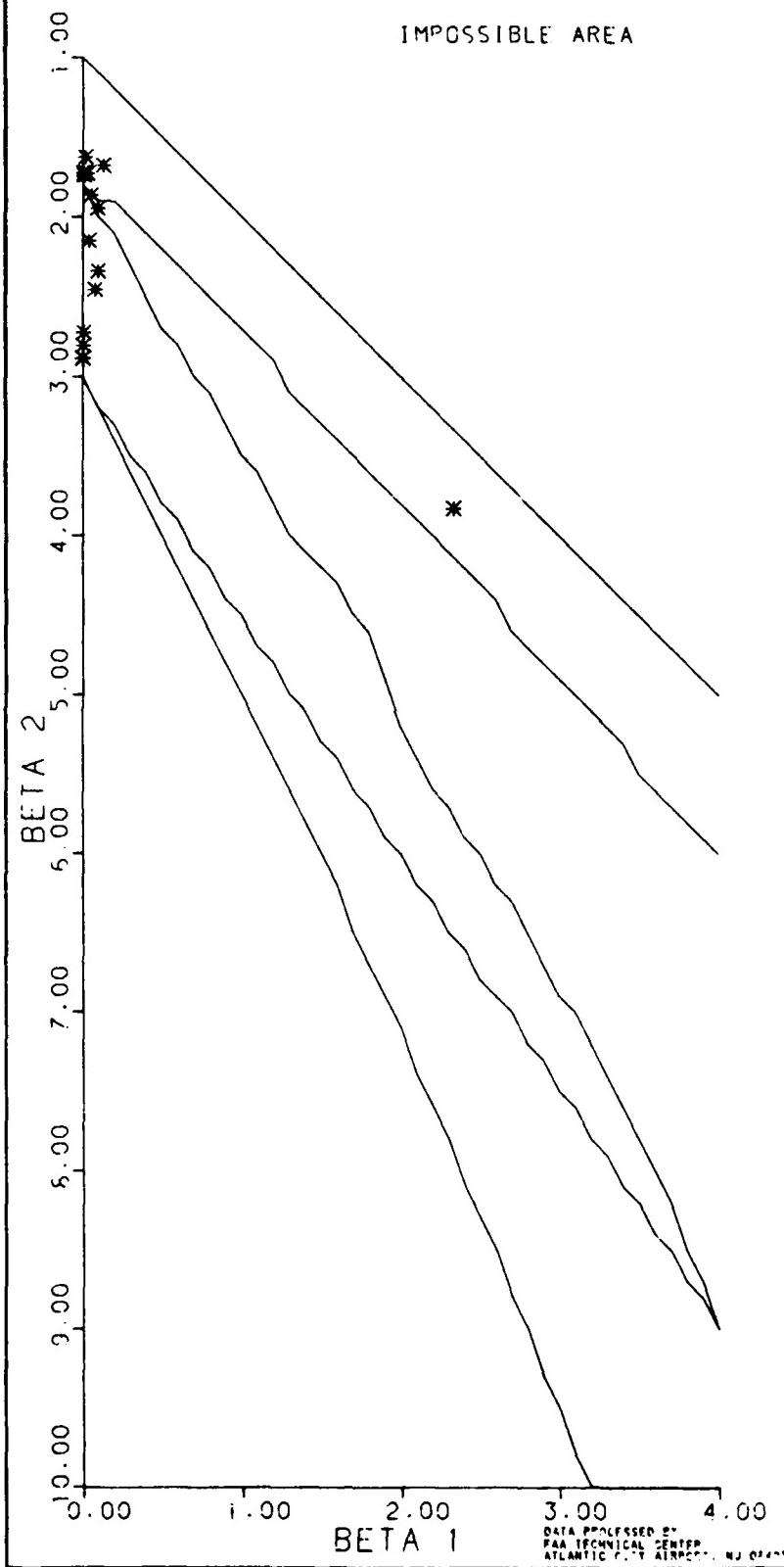


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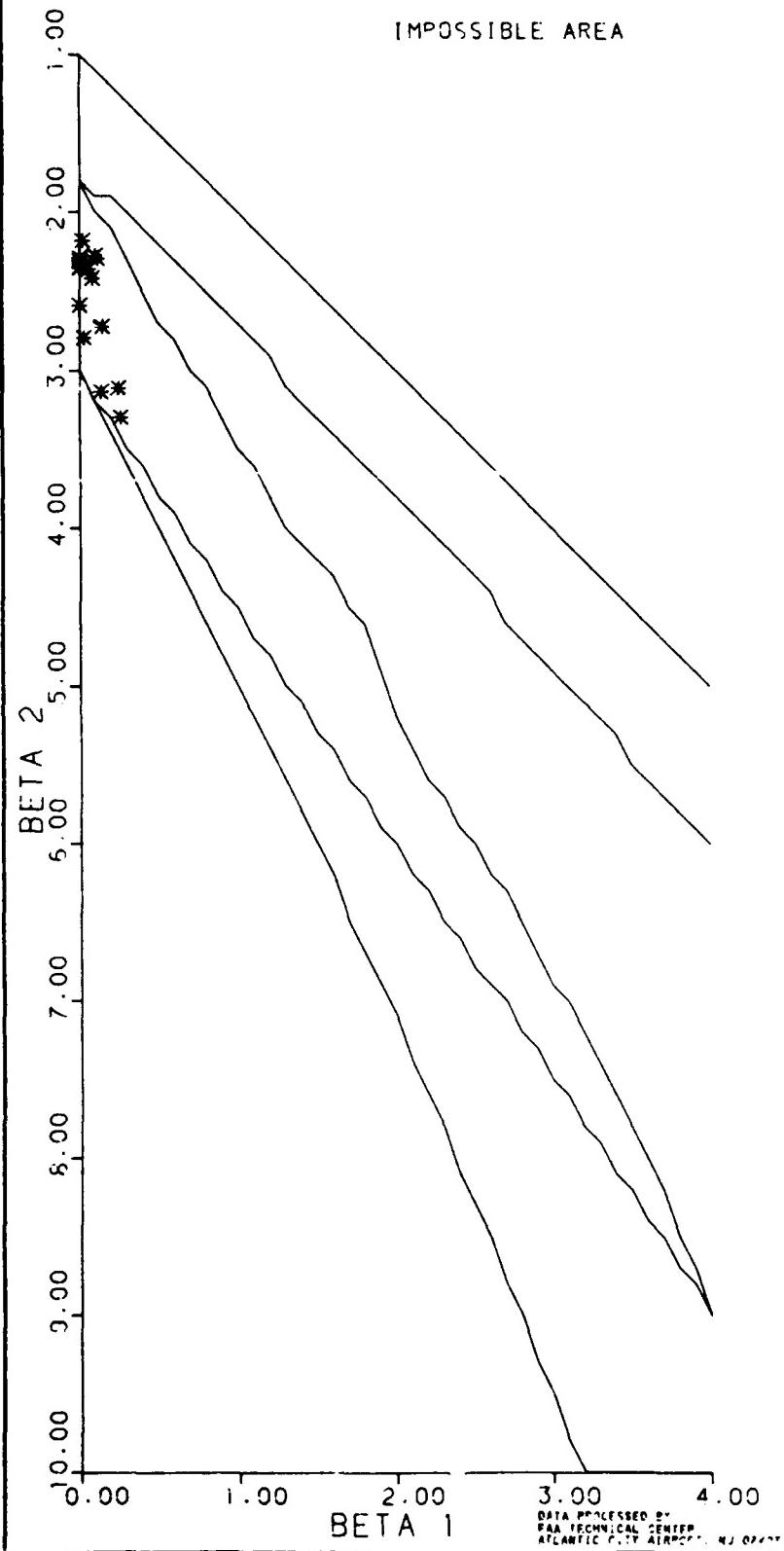
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GROUNDSPEED (KNOTS)



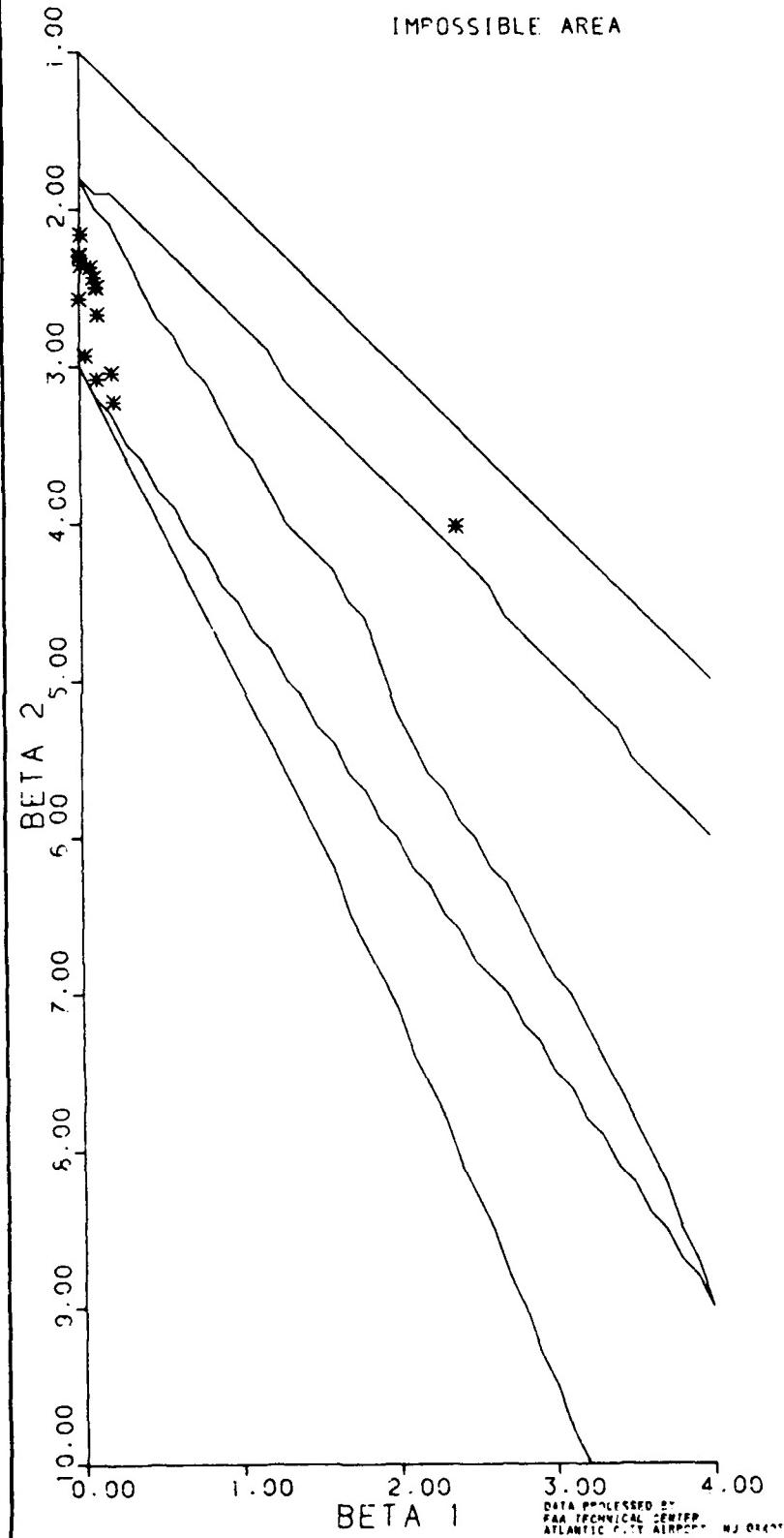
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6.000 DEGREE CURVED APPROACHES  
ALONGPATH SPEED (KNOTS)



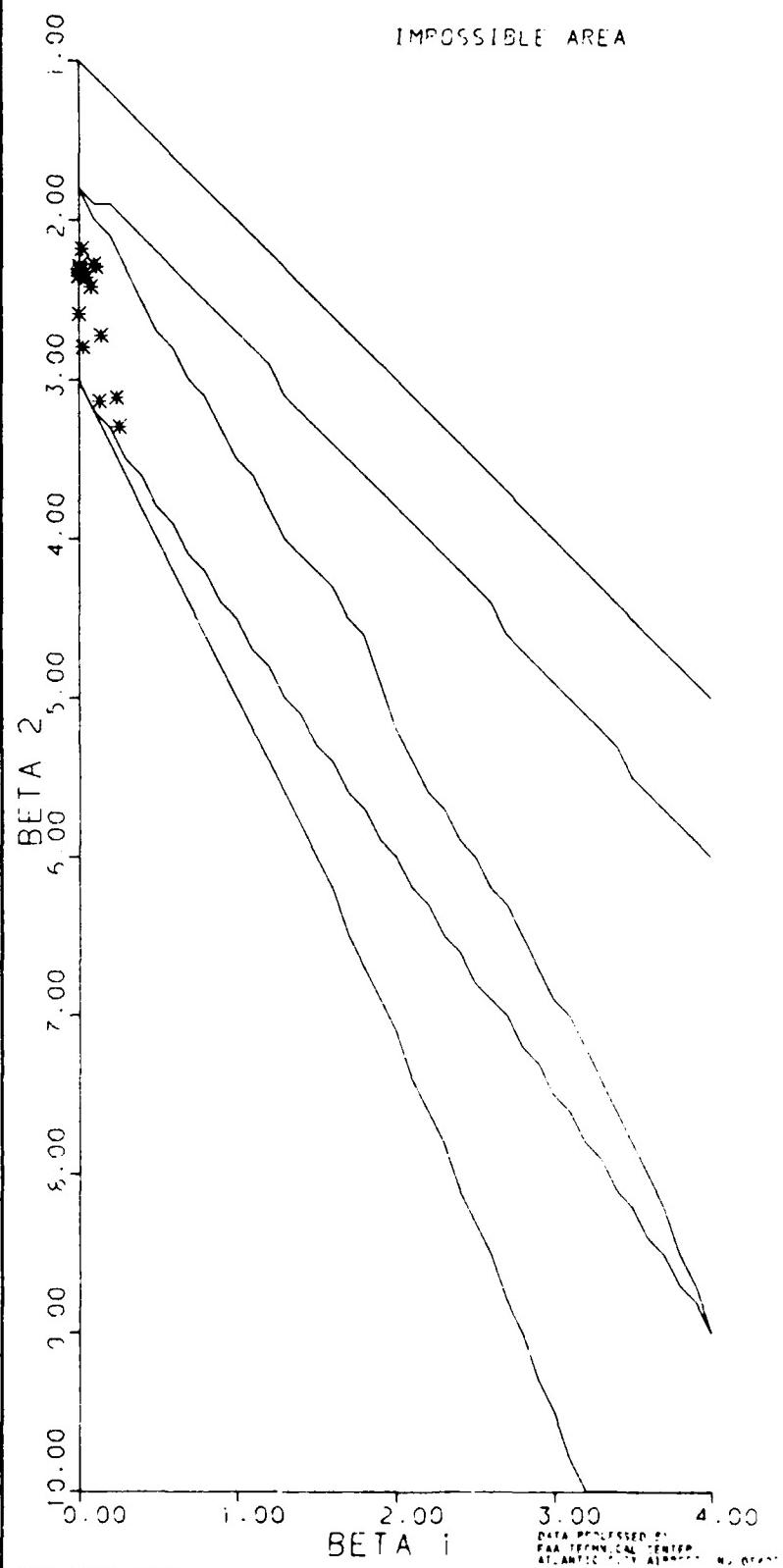
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8.000 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG)



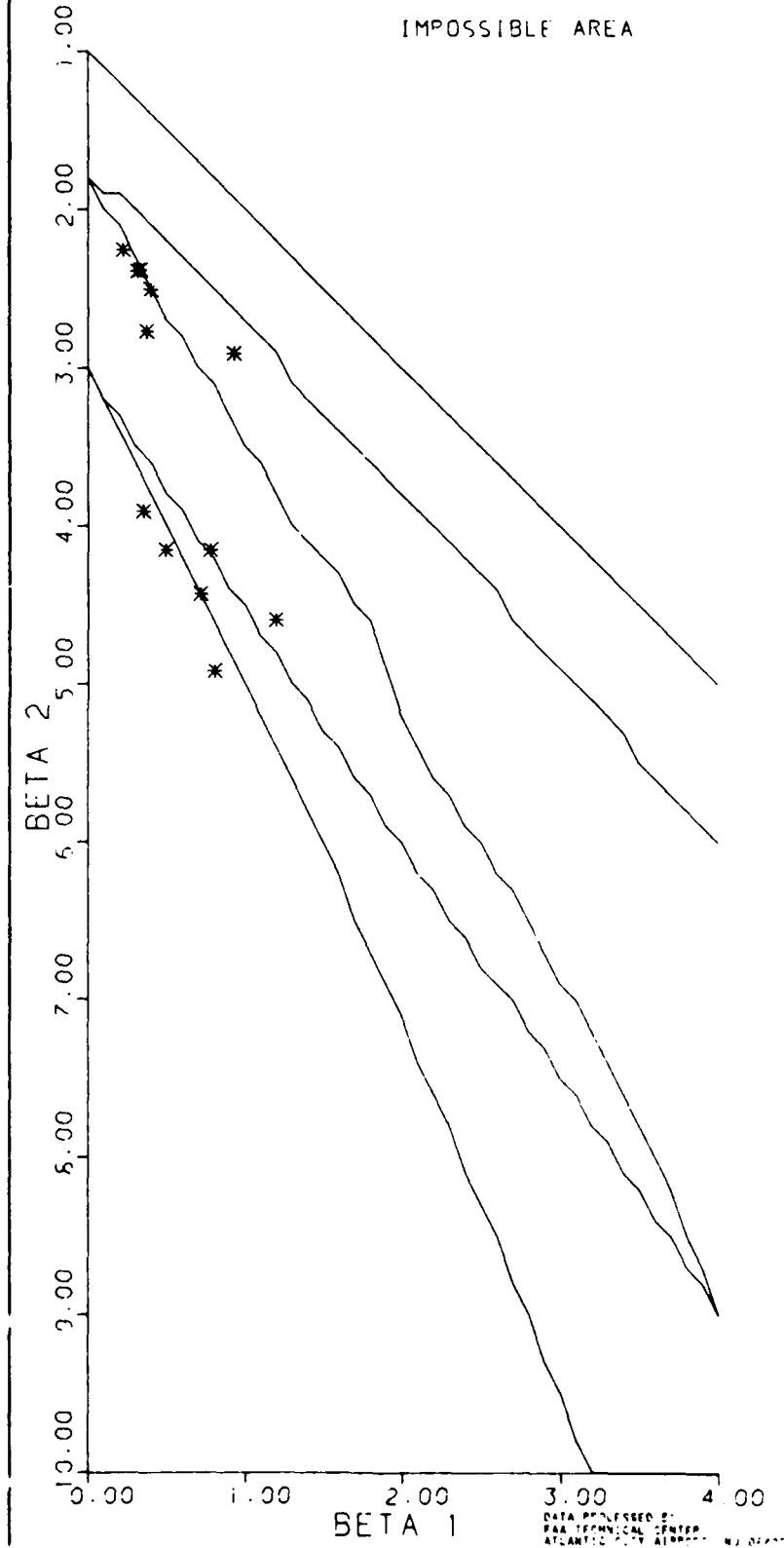
VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
6.000 DEGREE CURVED APPROACHES  
ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
6.000 DEGREE CURVED APPROACHES  
ANGULAR POSITION (DEG)

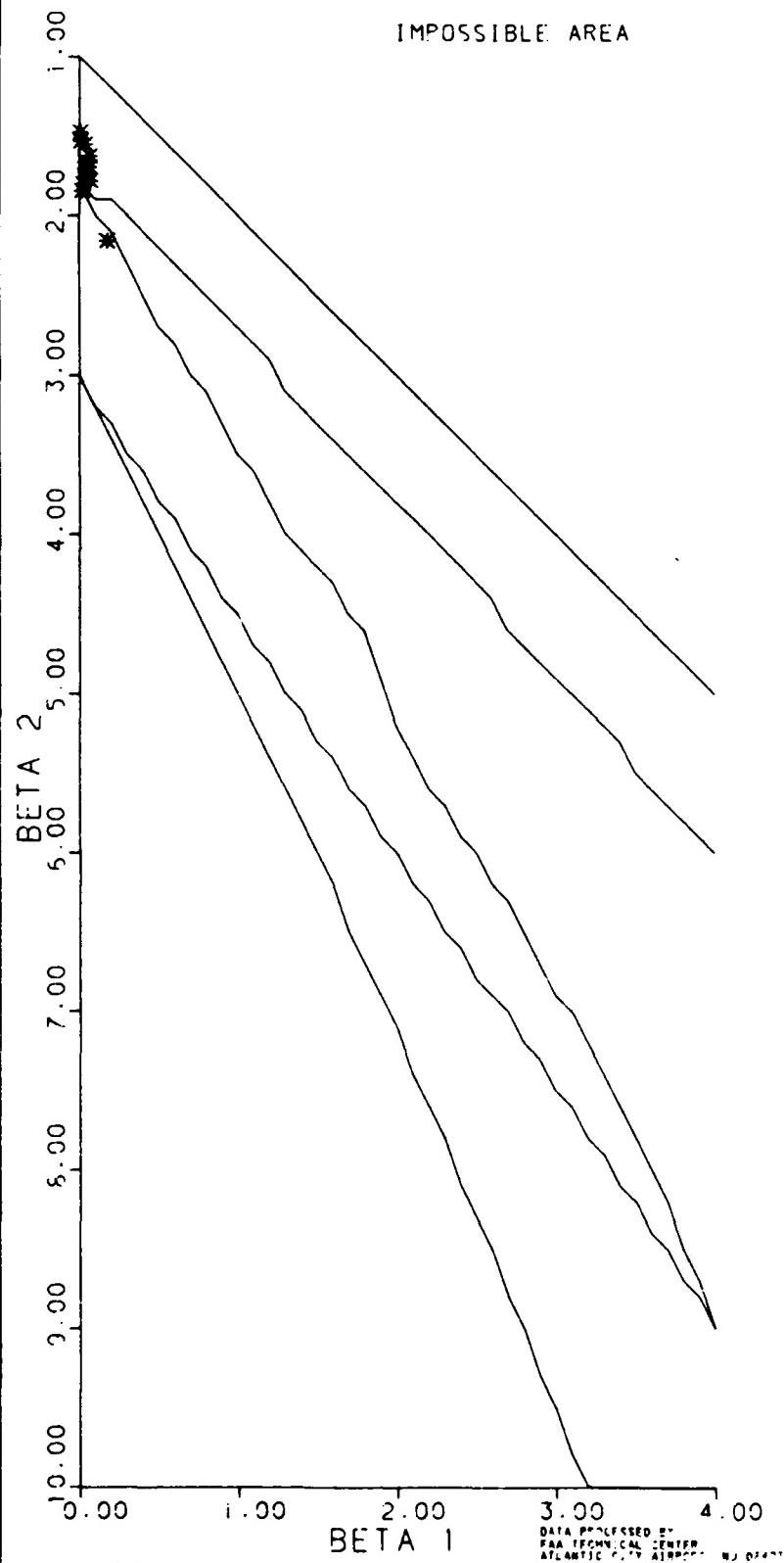


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10.00 DEGREE CURVED APPROACHES  
CROSSTRACK POSITION (FT)



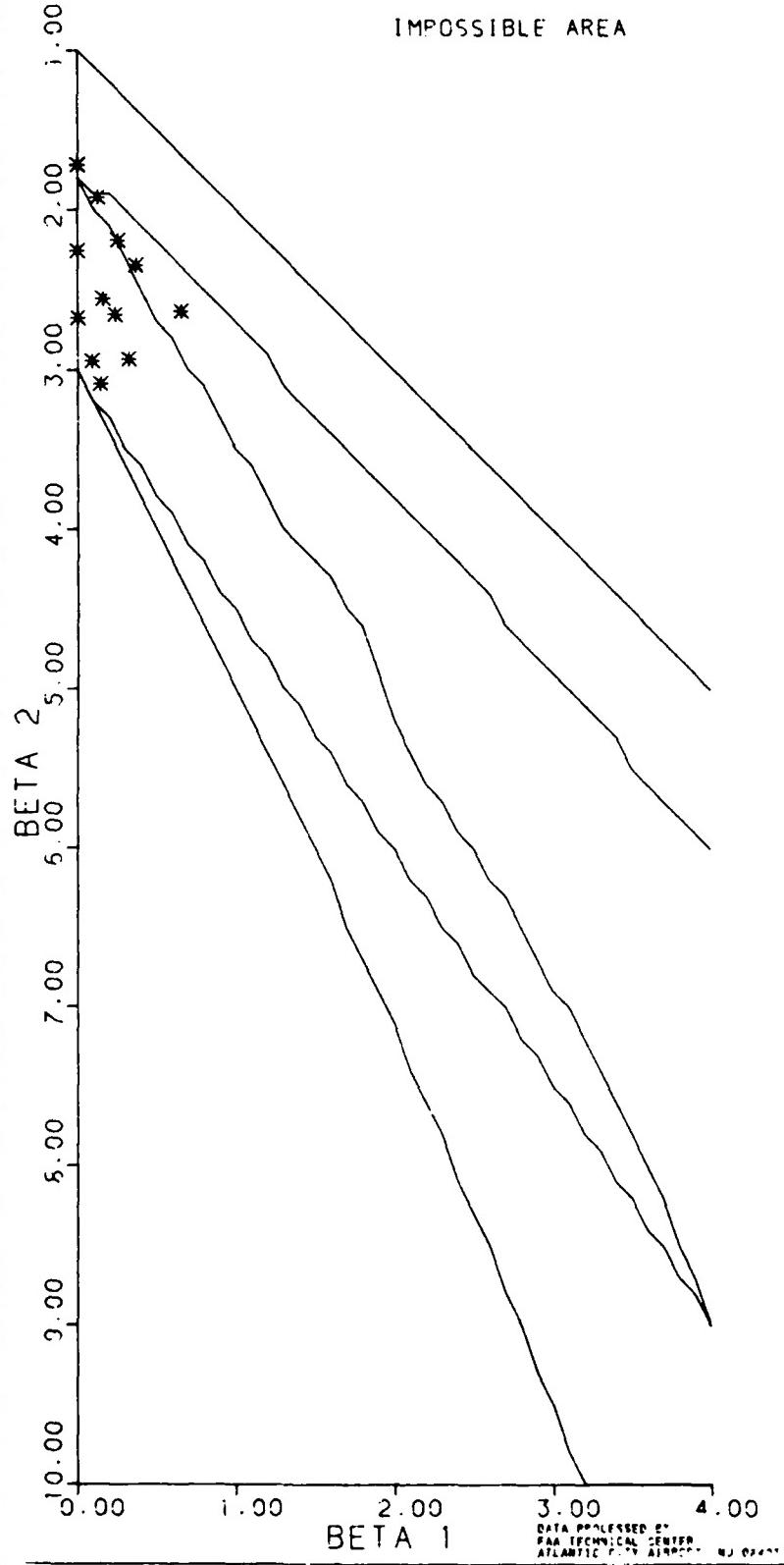
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
10.00 DEGREE CURVED APPROACHES  
ALTITUDE (FT)

IMPOSSIBLE AREA



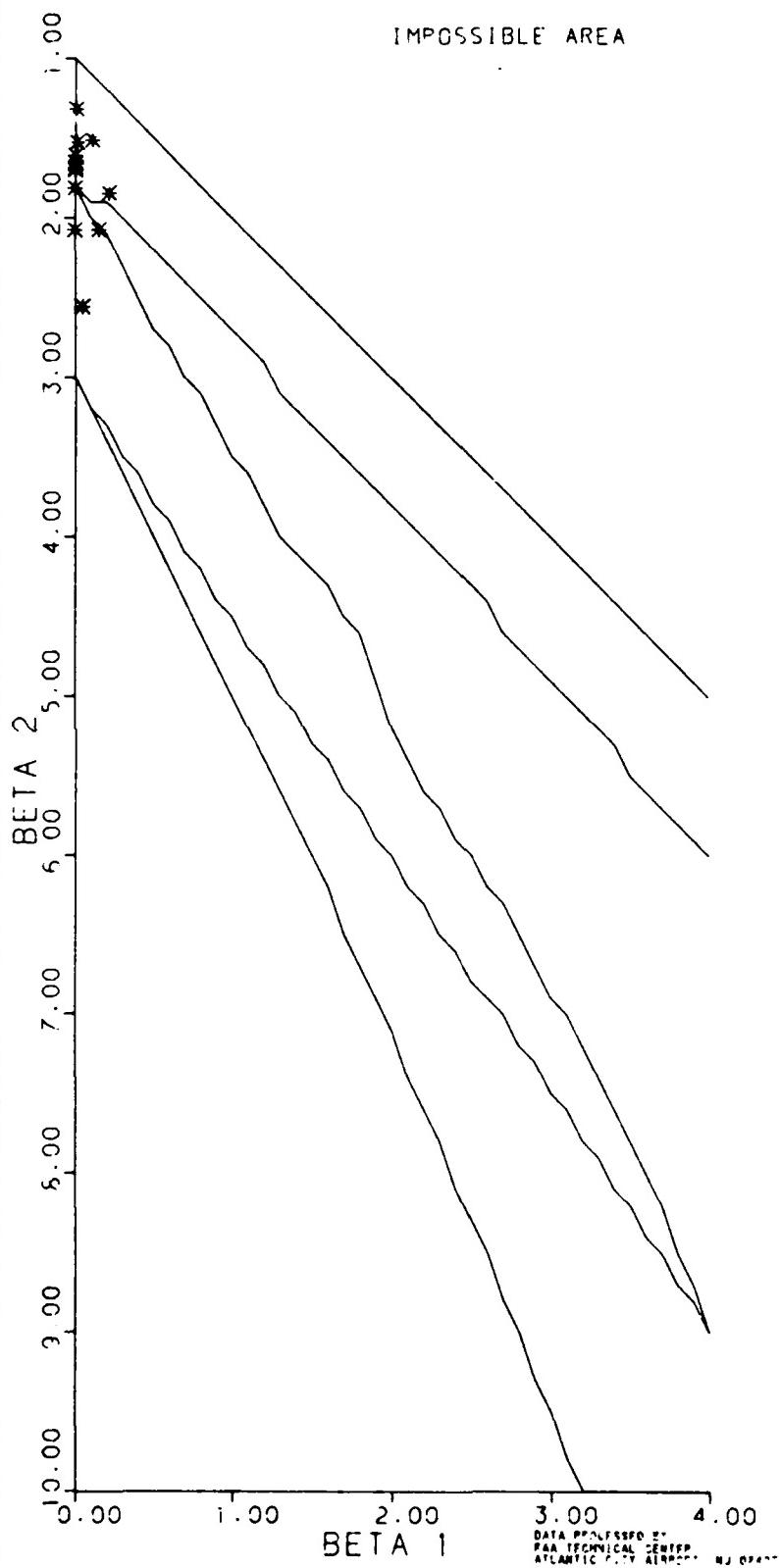
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VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
10.00 DEGREE CURVED APPROACHES  
CROSSTRACK VELOCITY (FPM)



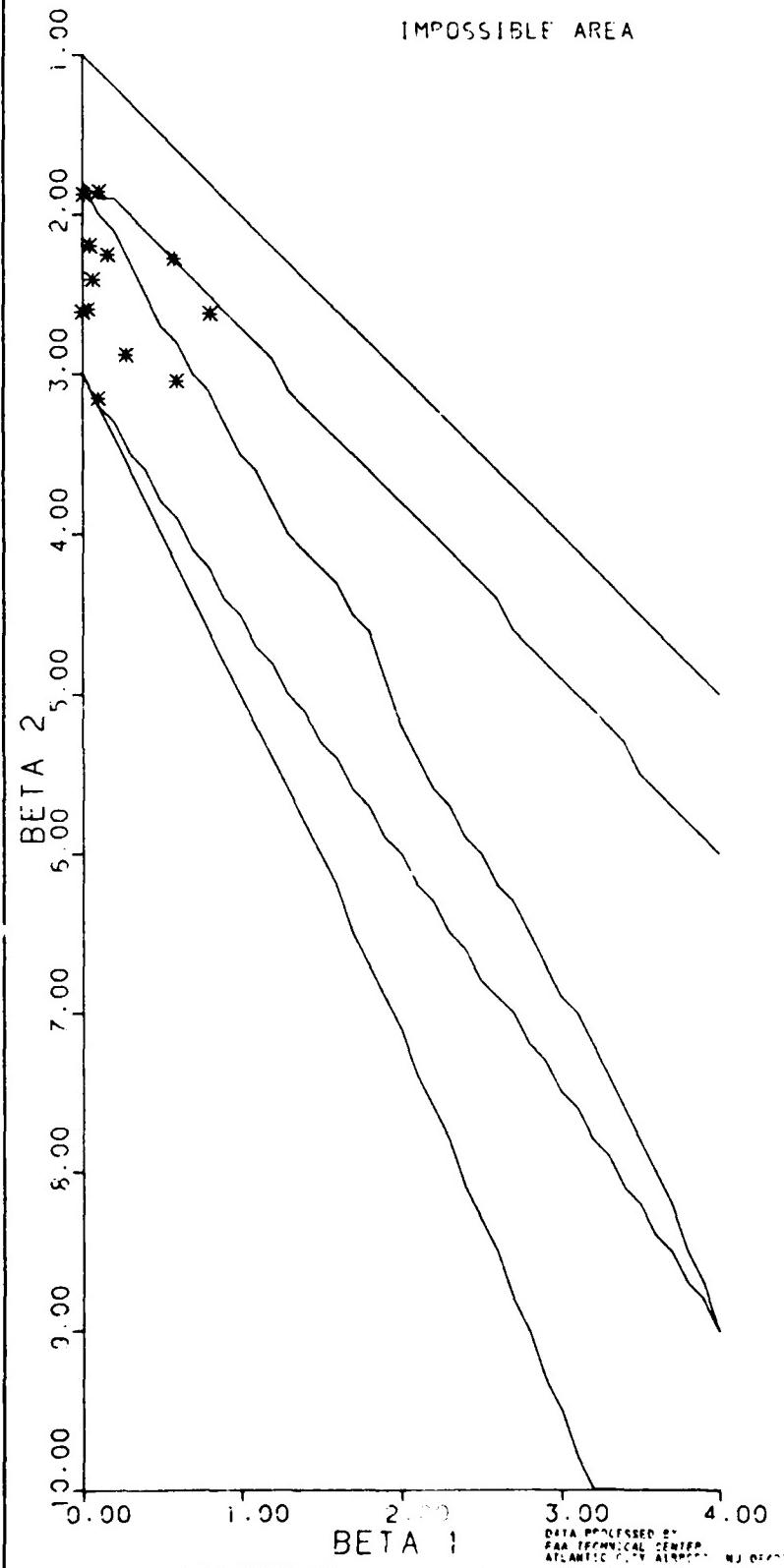
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10.00 DEGREE CURVED APPROACHES  
ALONGTRACK VELOCITY (FPM)

IMPOSSIBLE AREA



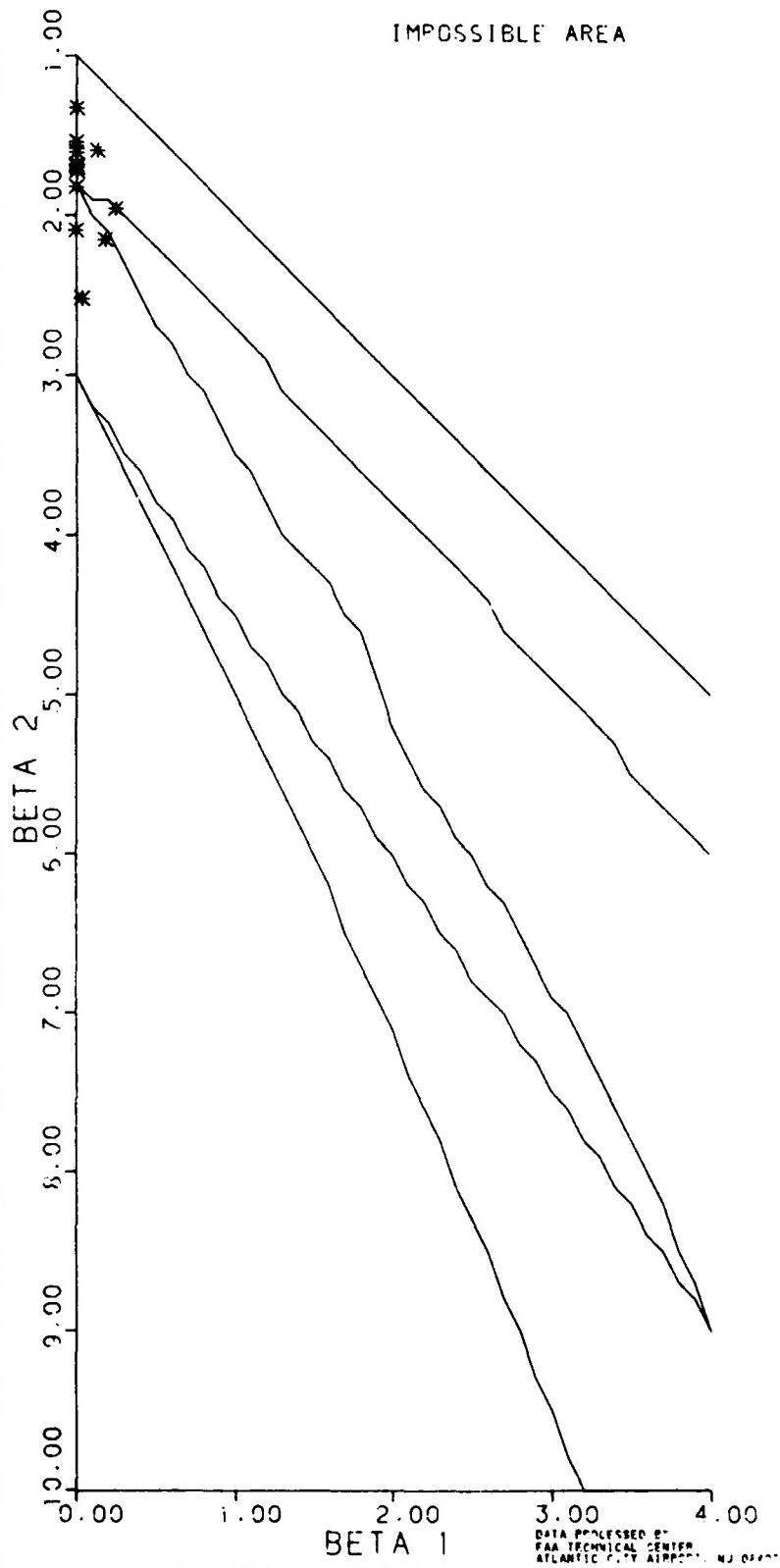
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10.00 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM)

IMPOSSIBLE AREA

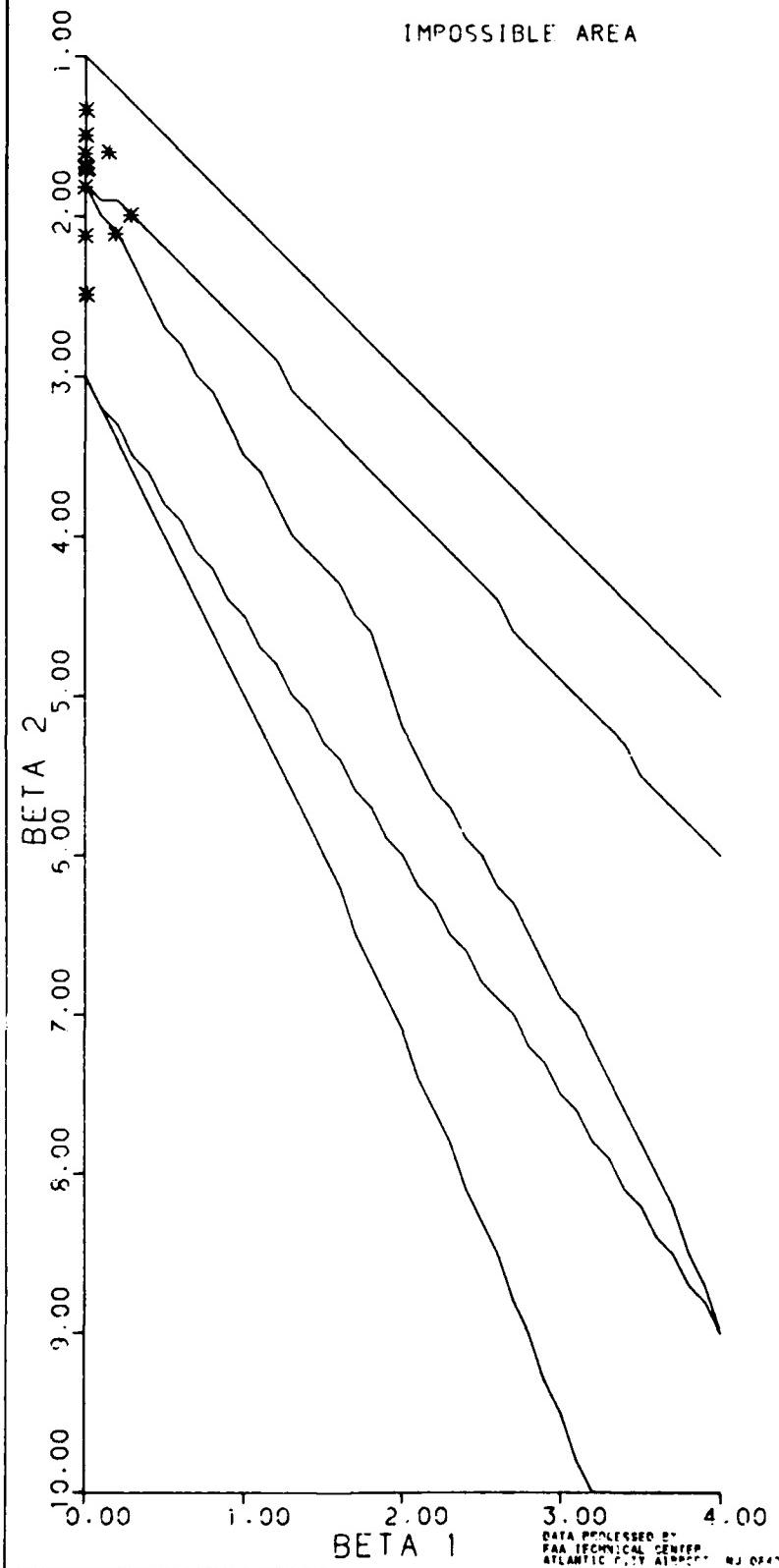


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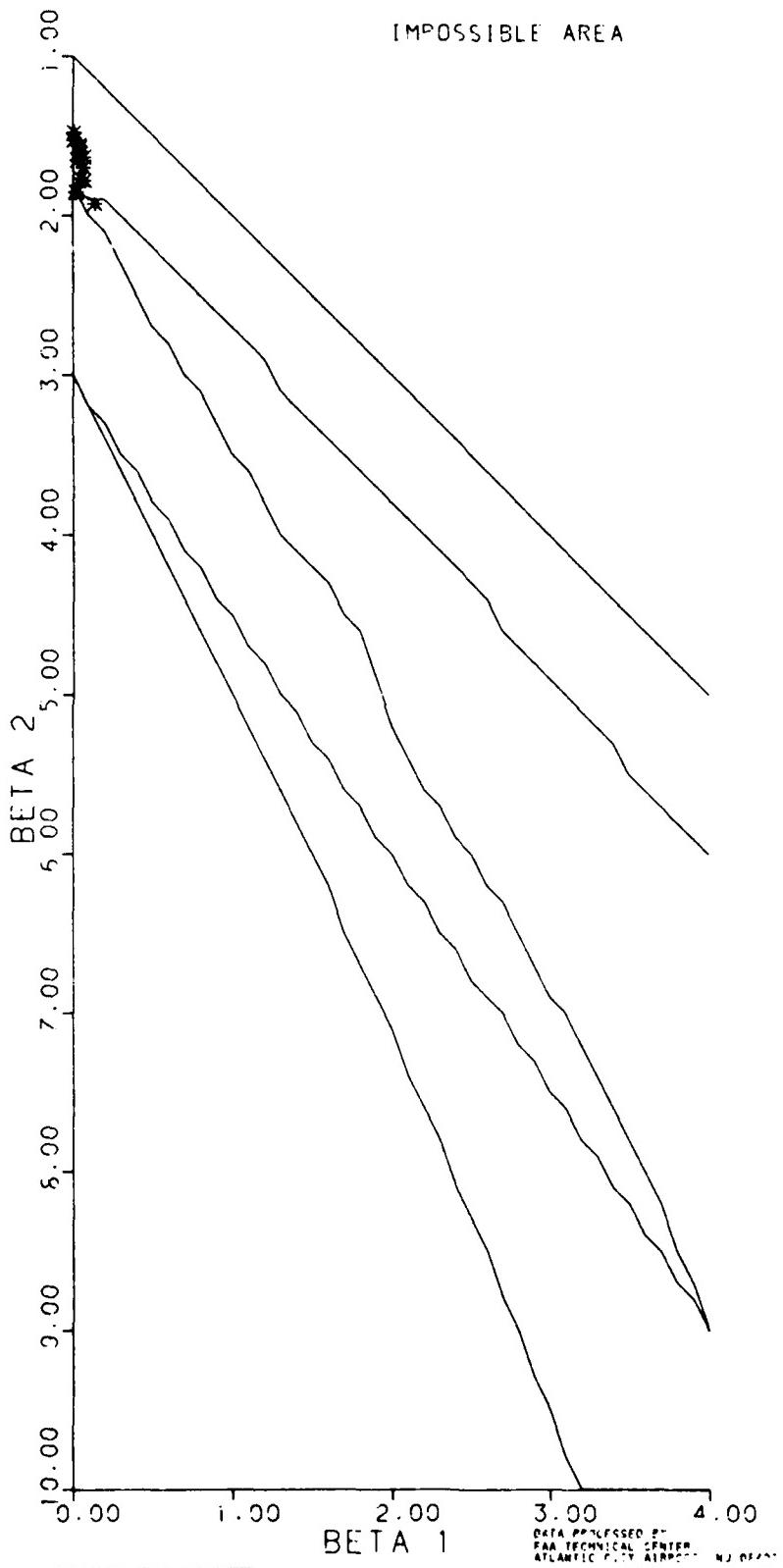
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GROUNDSPEED (KNOTS)



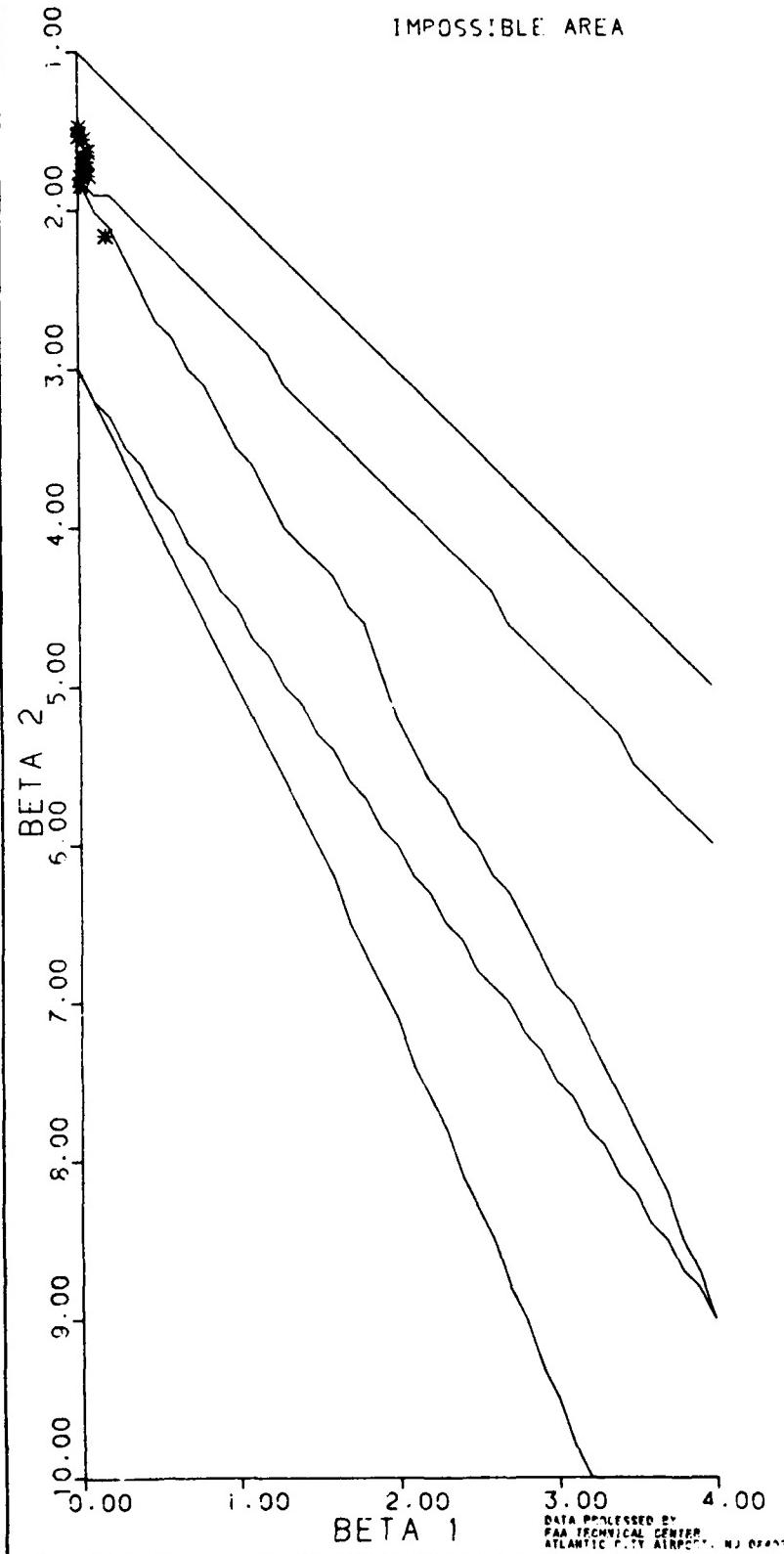
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ALONG-PATH SPEED (KNOTS)



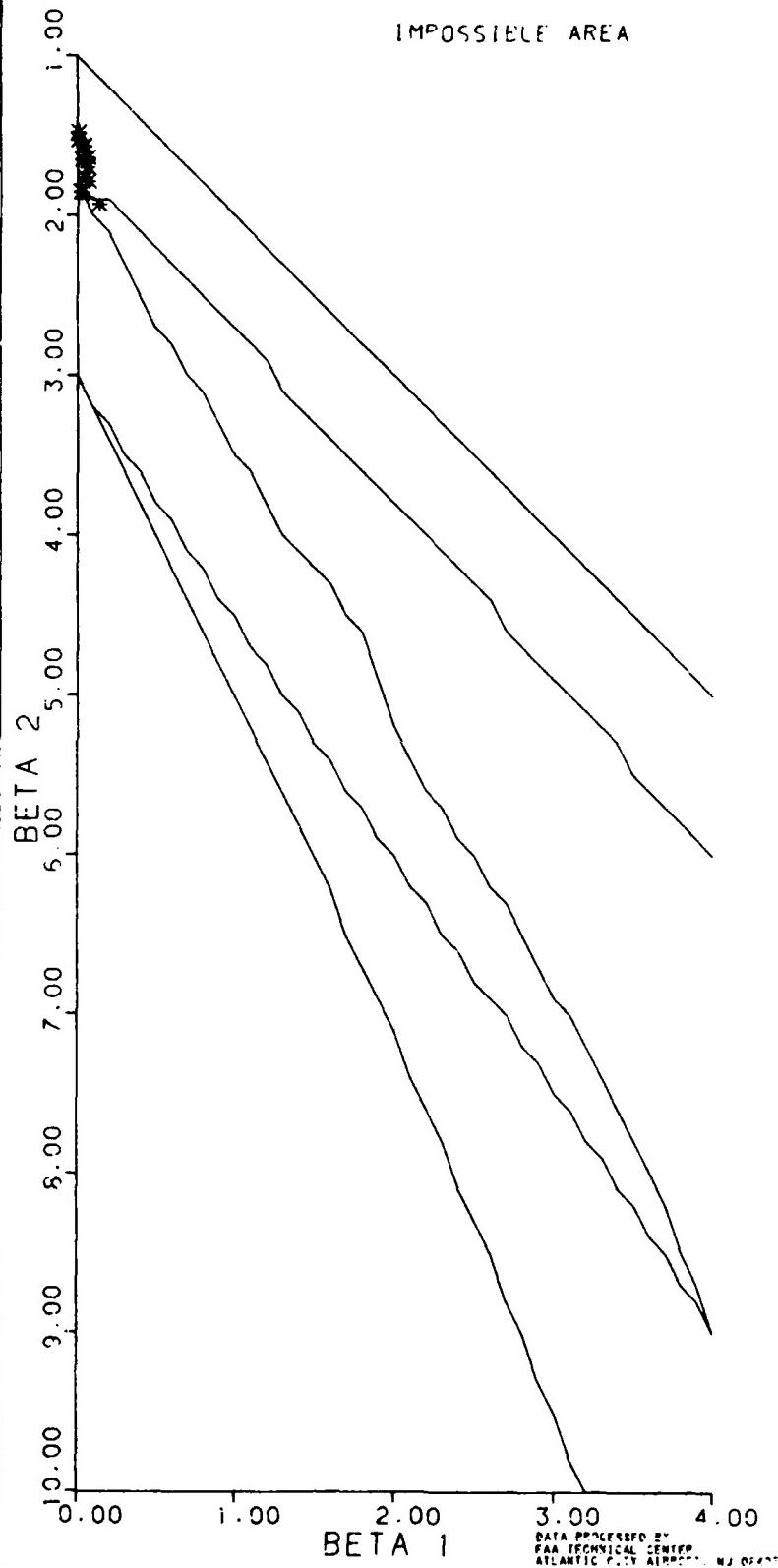
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ANGULAR ERROR (DEG)



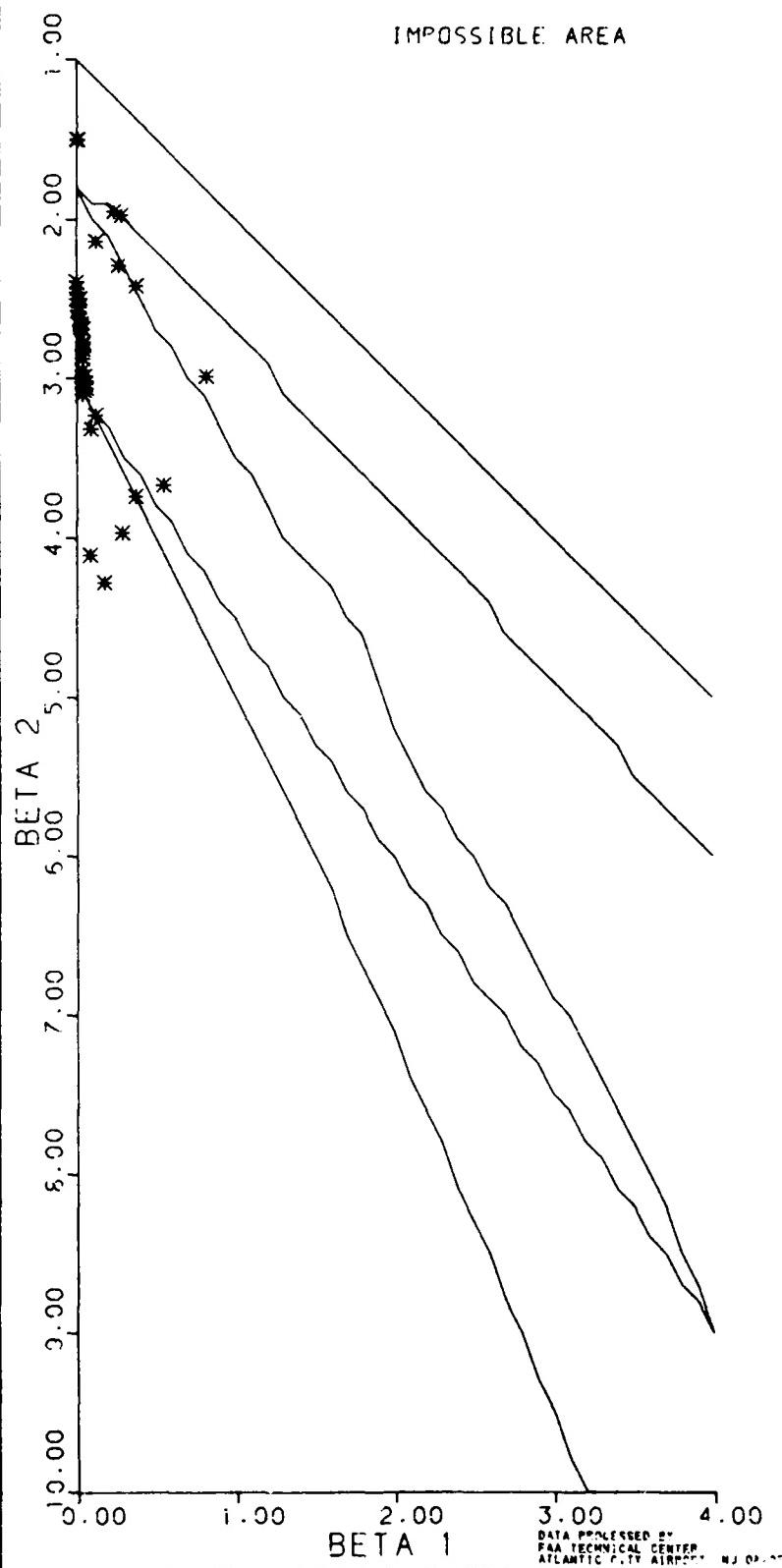
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ALTITUDE ERROR (FT)



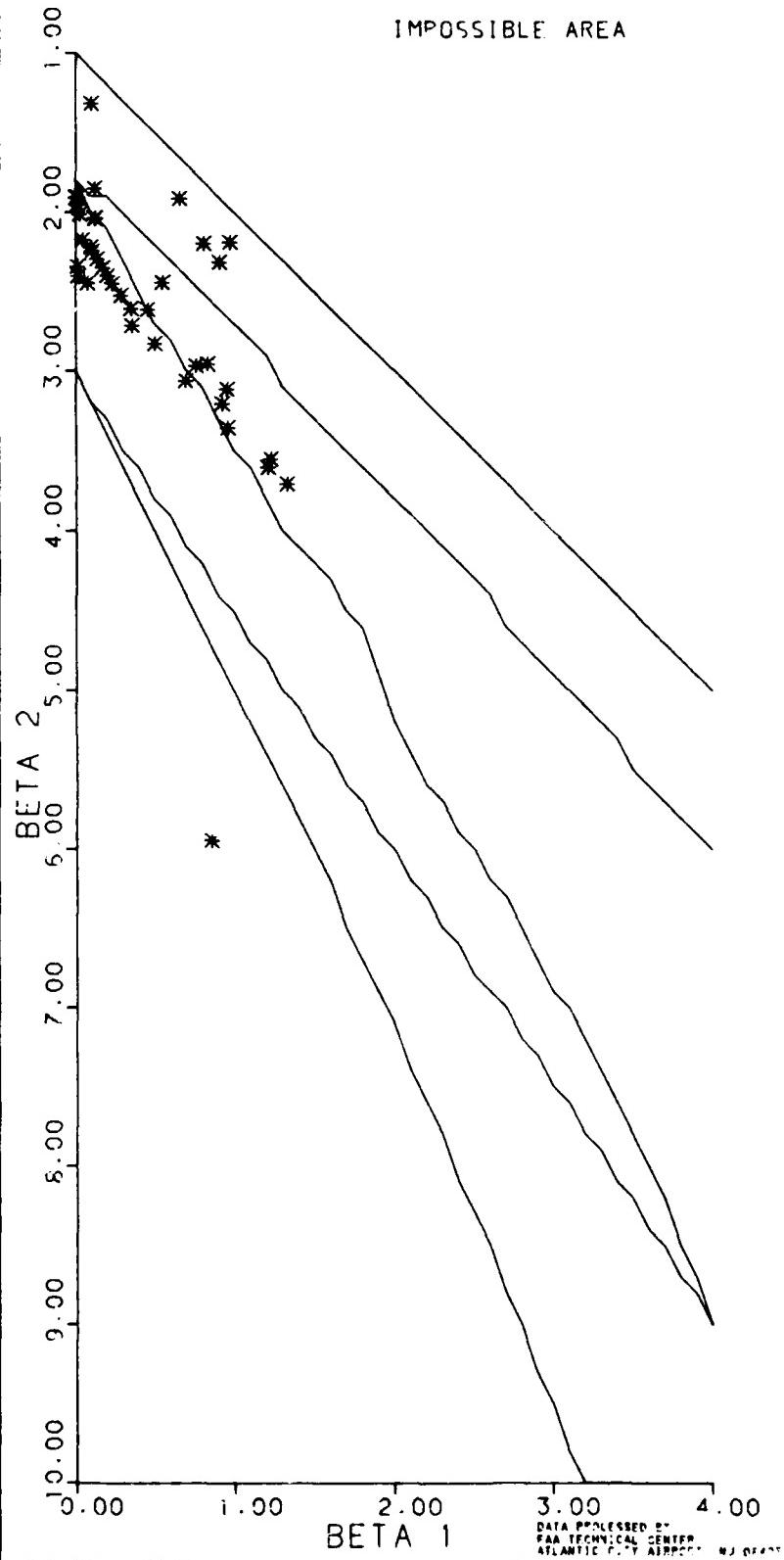
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10.00 DEGREE CURVED APPROACHES  
ANGULAR POSITION (DEG)



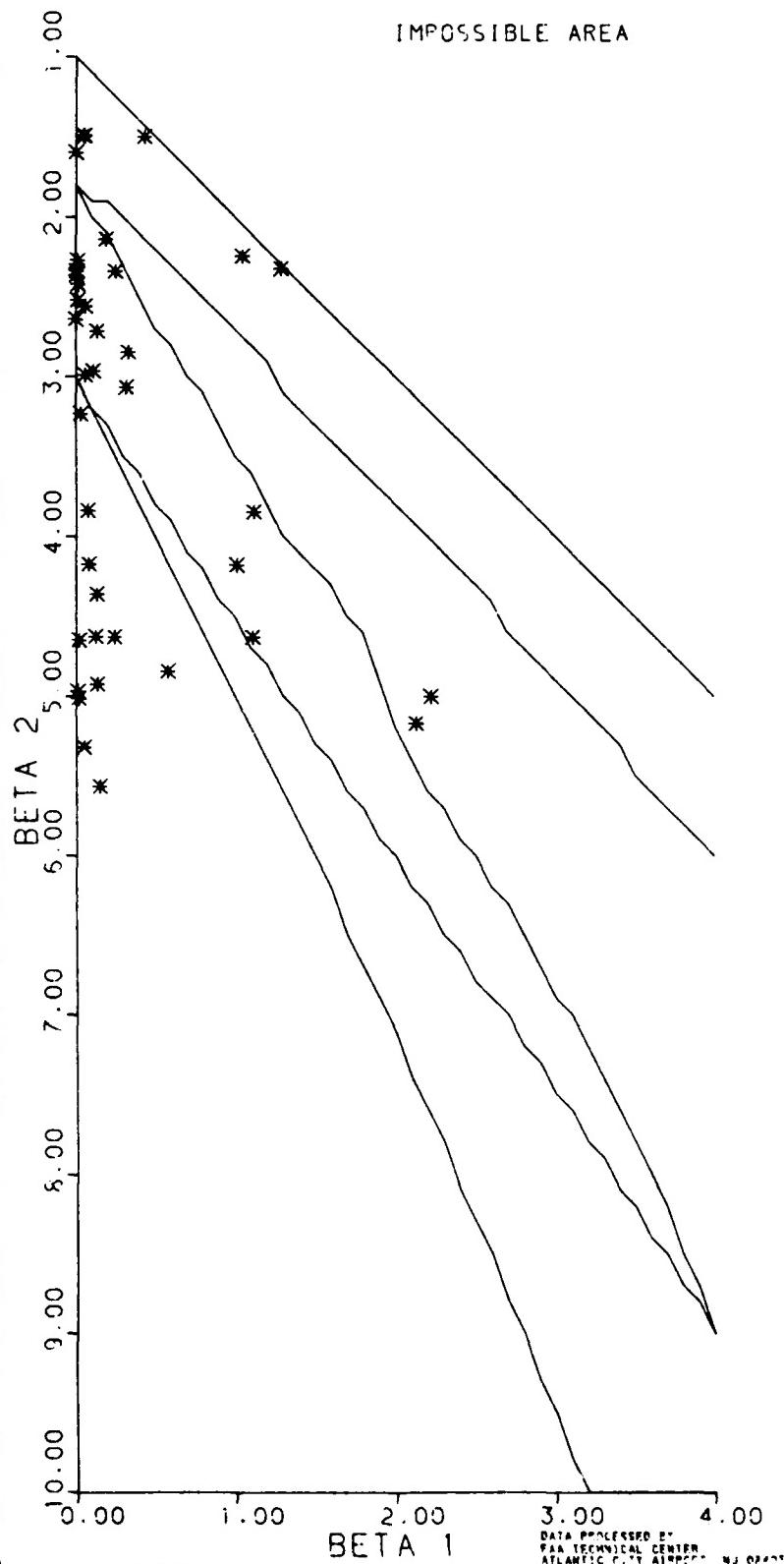
VMC DISTRIBUTION ANALYSIS -- UHT ONLY  
7.125 DEGREE STRAIGHT OUT DEPARTURES  
CROSSTRAK POSITION (FT)



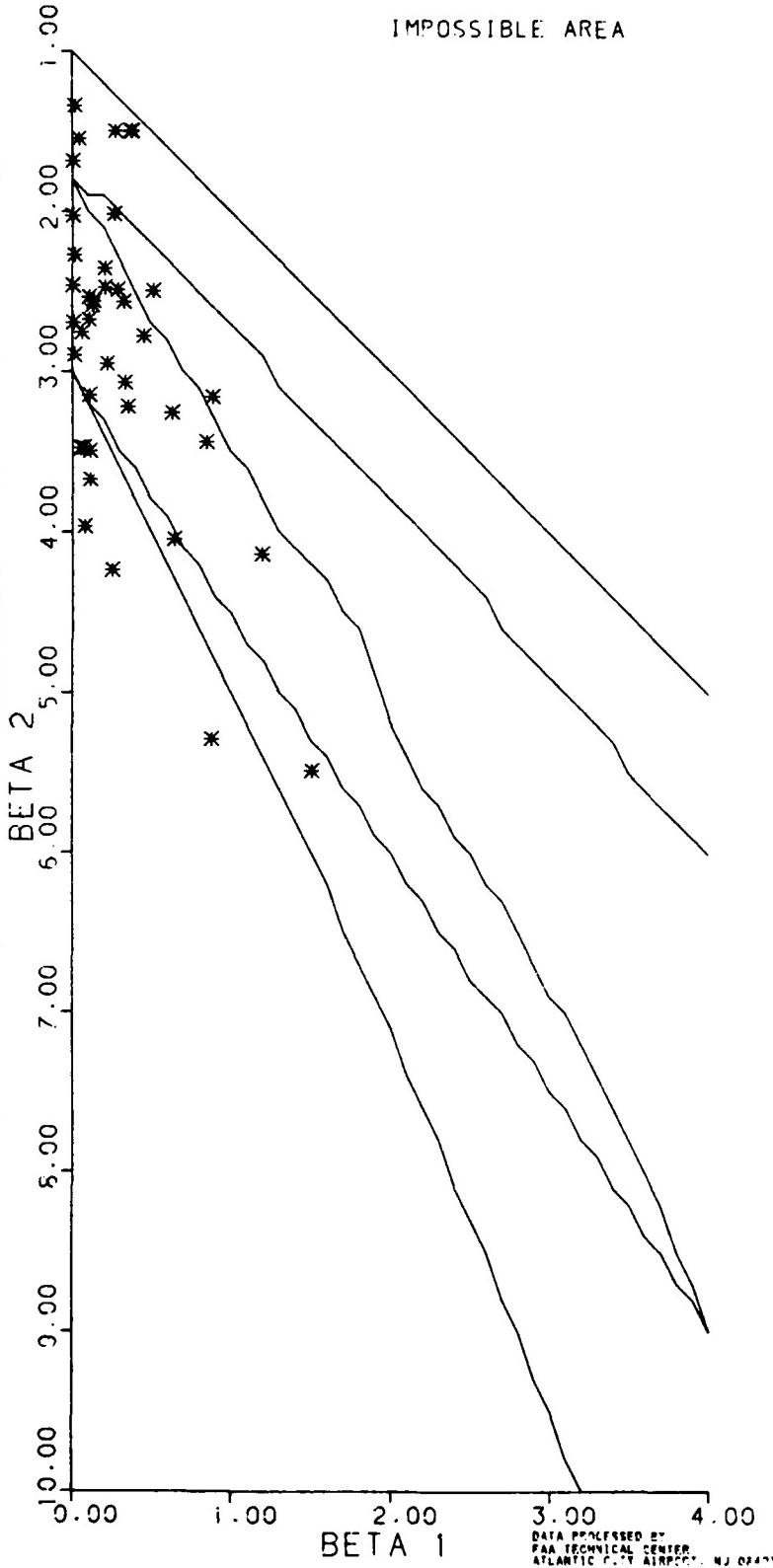
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ALTITUDE (FT)



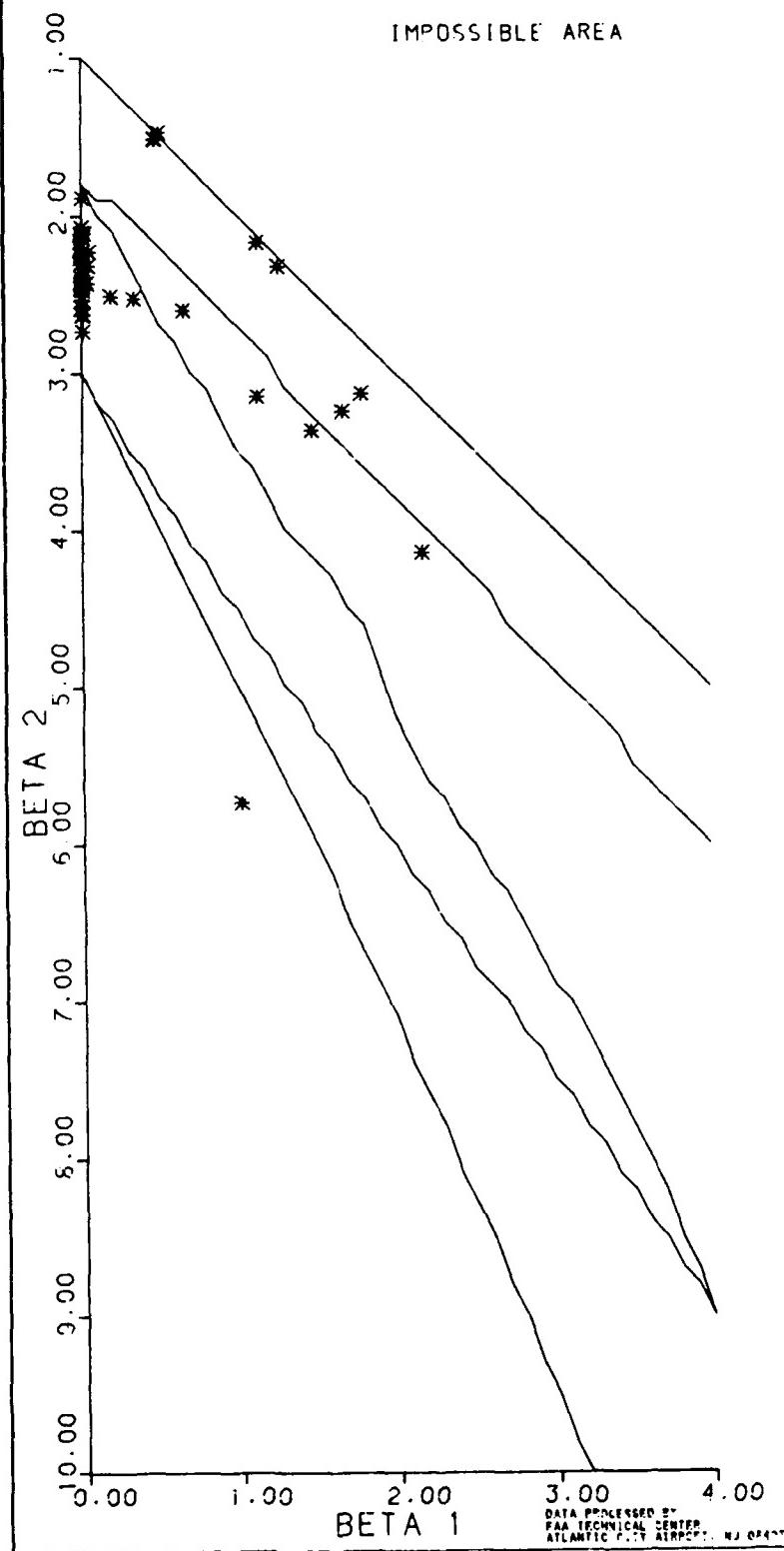
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7.125 DEGREE STRAIGHT OUT DEPARTURES  
CROSSTRACK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
7.125 DEGREE STRAIGHT OUT DEPARTURES  
VERTICAL VELOCITY (FPM)

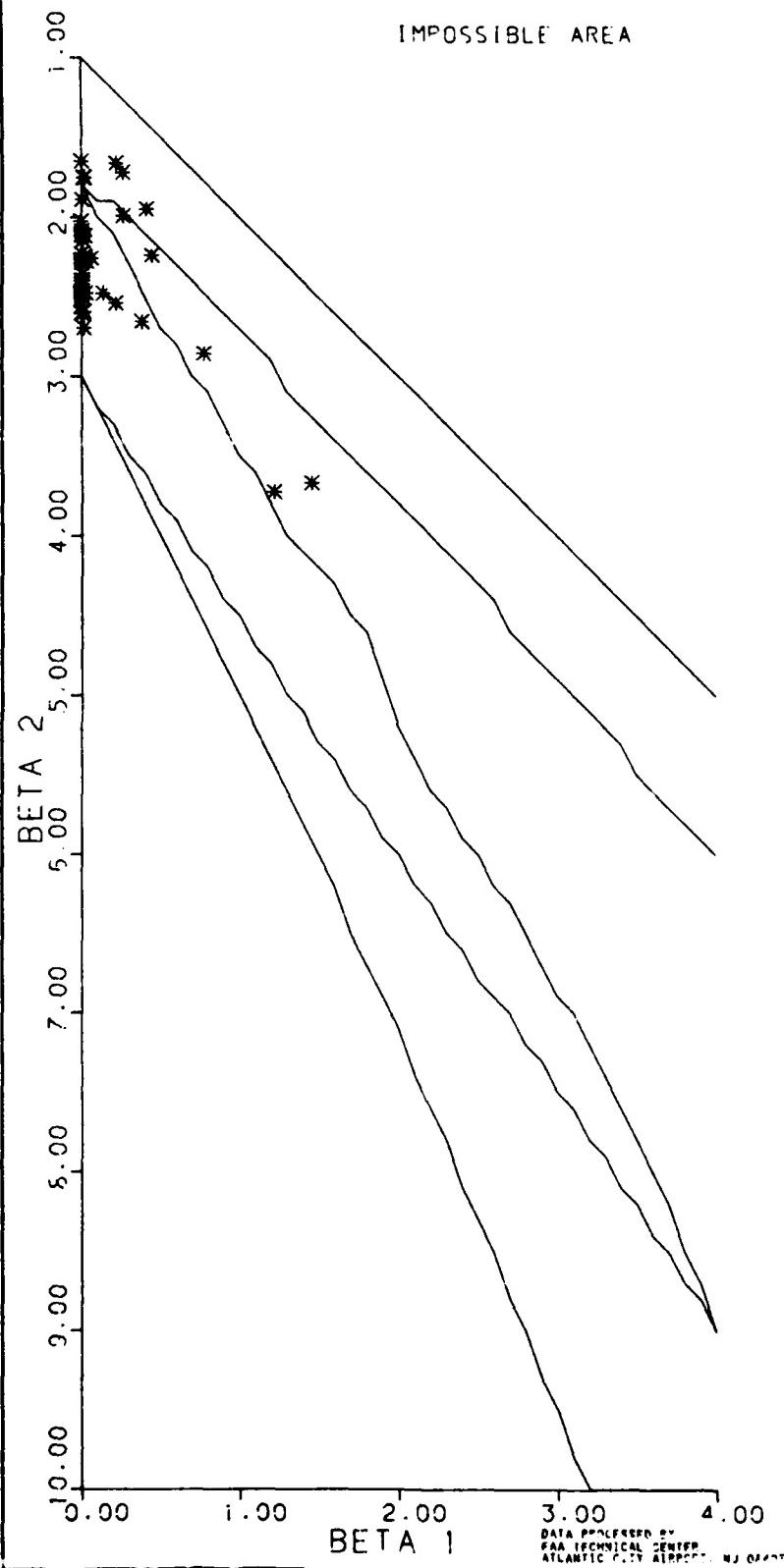


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ALONGTRACK VELOCITY (FPM)



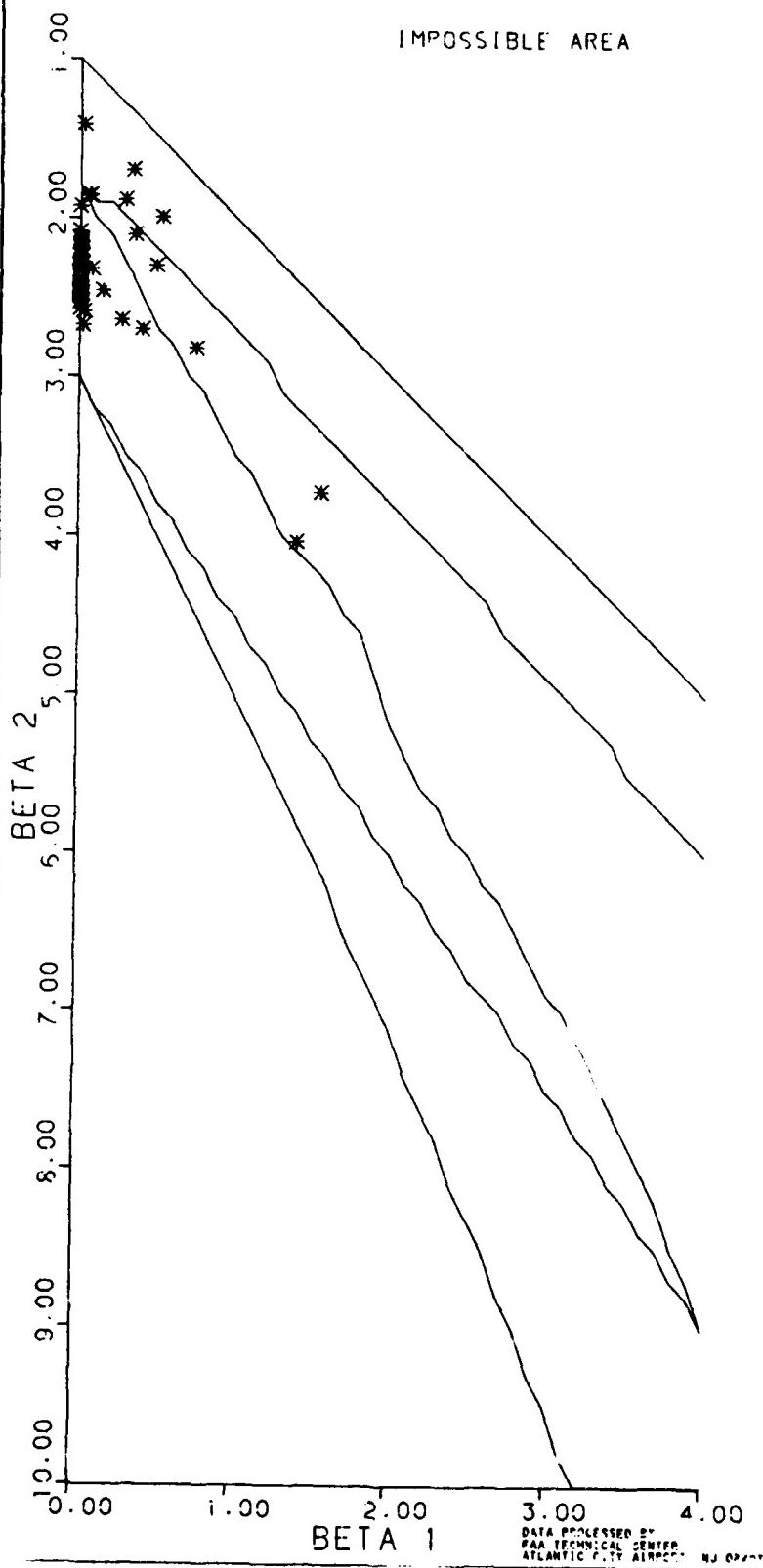
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7.125 DEGREE STRAIGHT OUT DEPARTURES  
GROUNDSPEED (KNOTS)

IMPOSSIBLE AREA



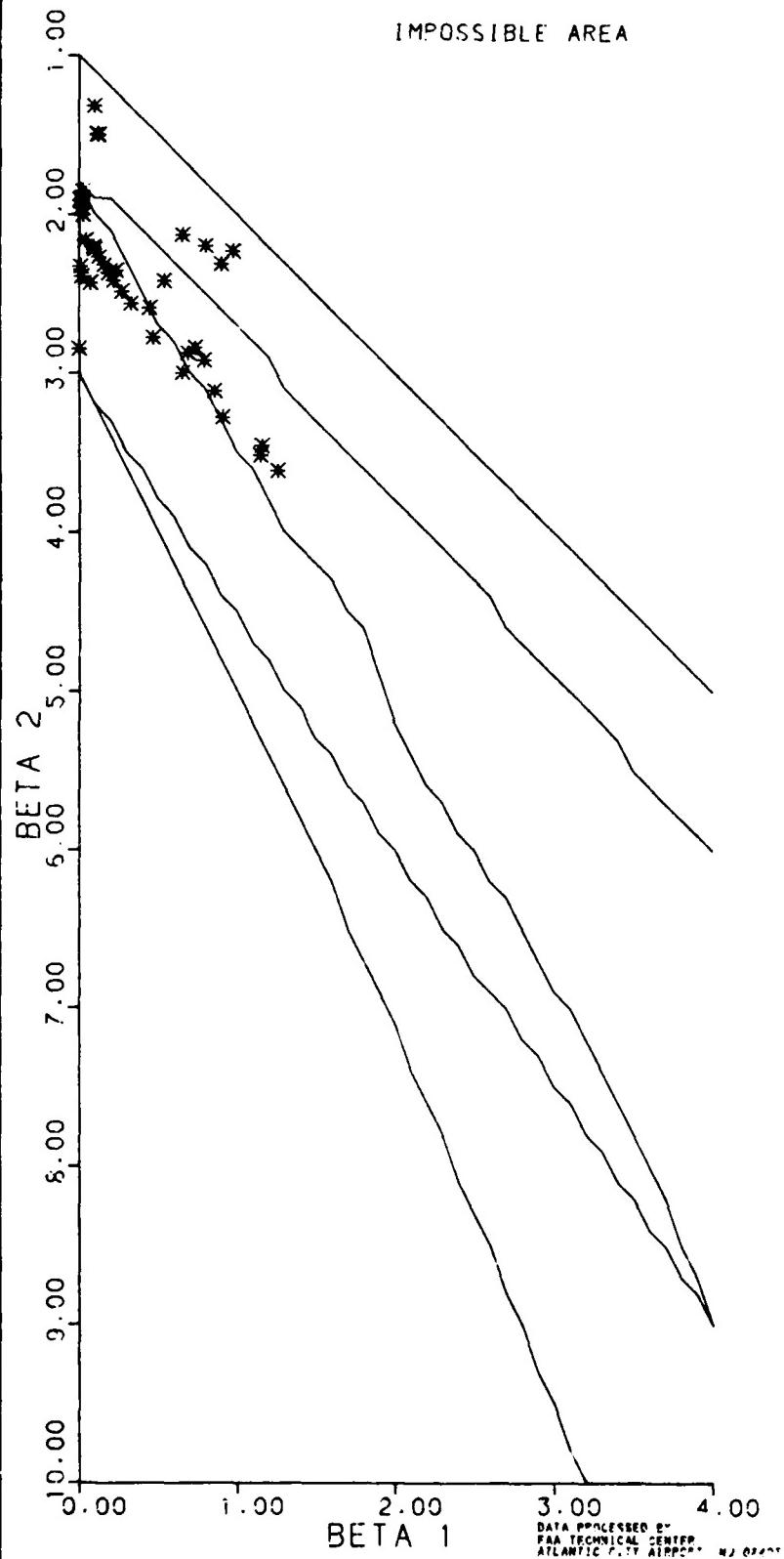
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7.125 DEGREE STRAIGHT OUT DEPARTURES  
ALONGPATH SPEED (KNOTS)

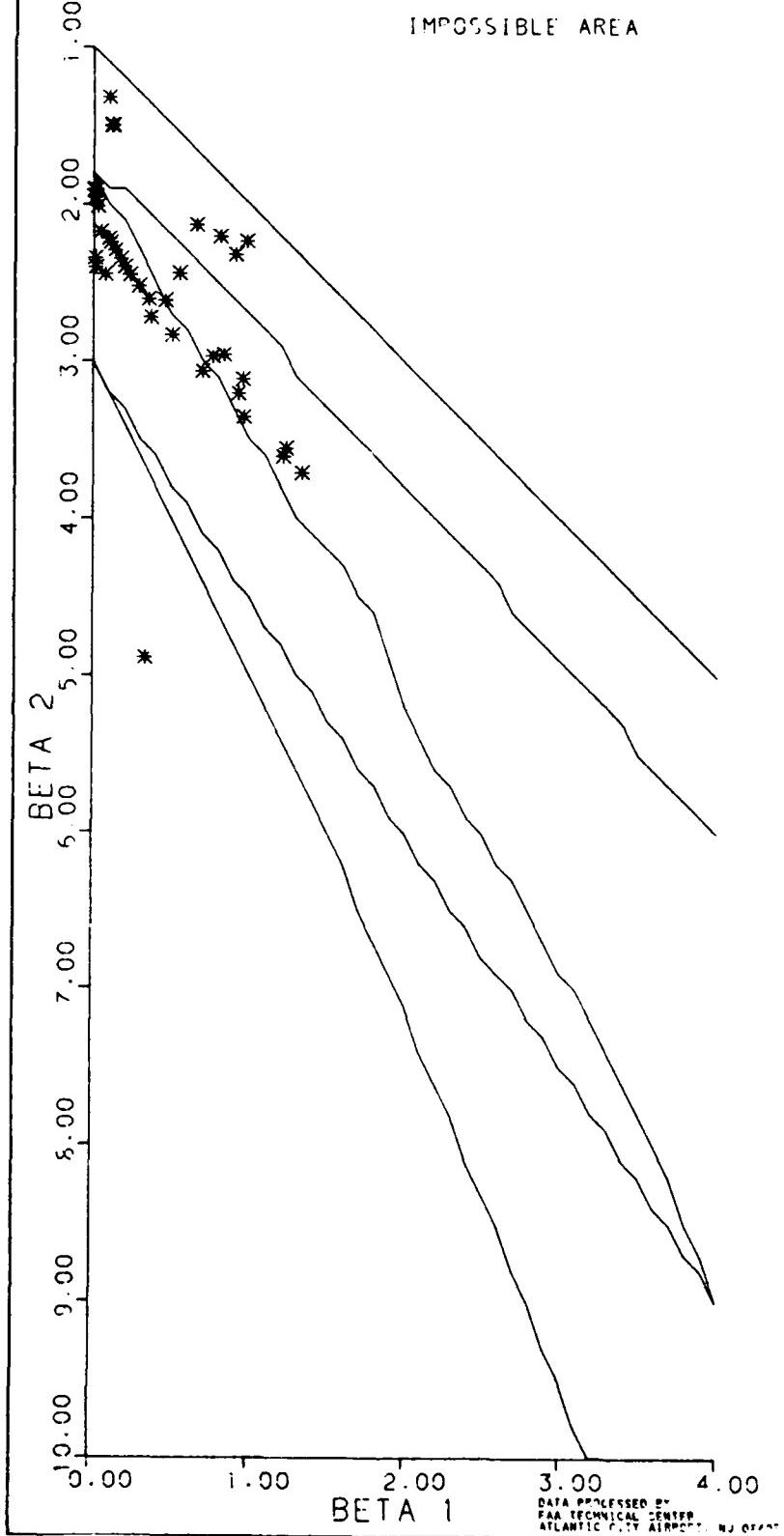


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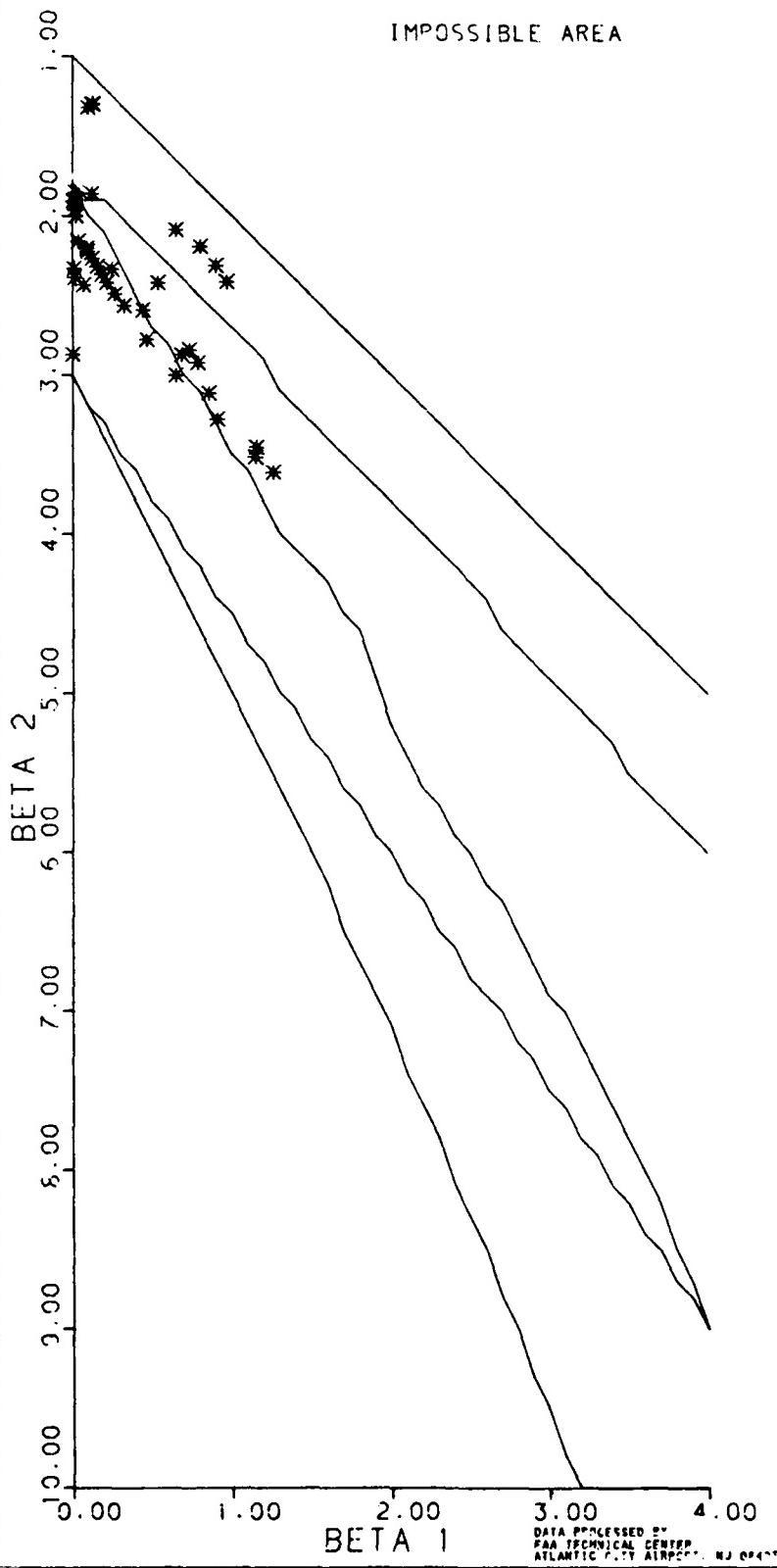
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ANGULAR ERROR (DEG)



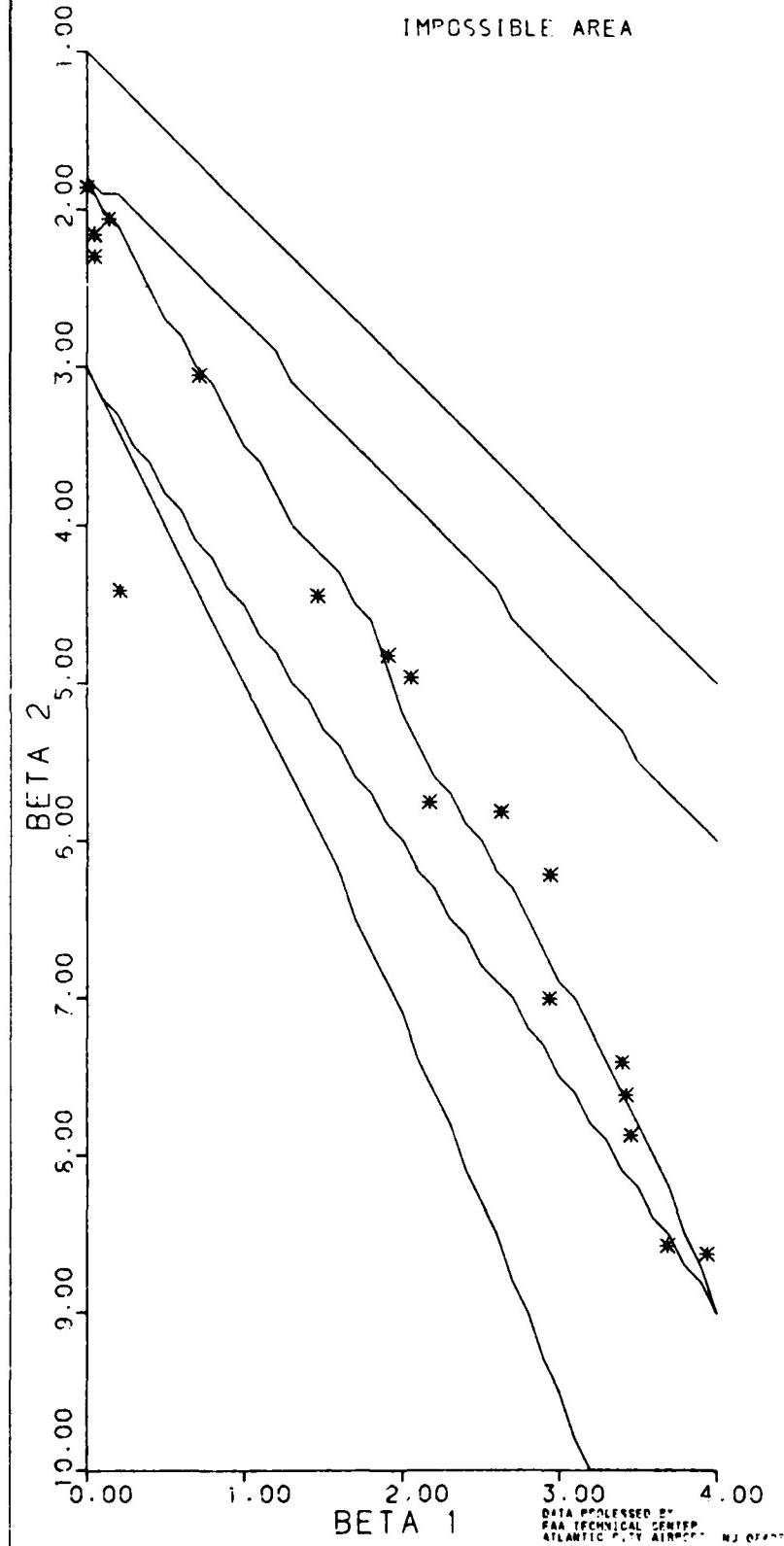
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7.125 DEGREE STRAIGHT OUT DEPARTURES  
ALTITUDE ERROR (FT)



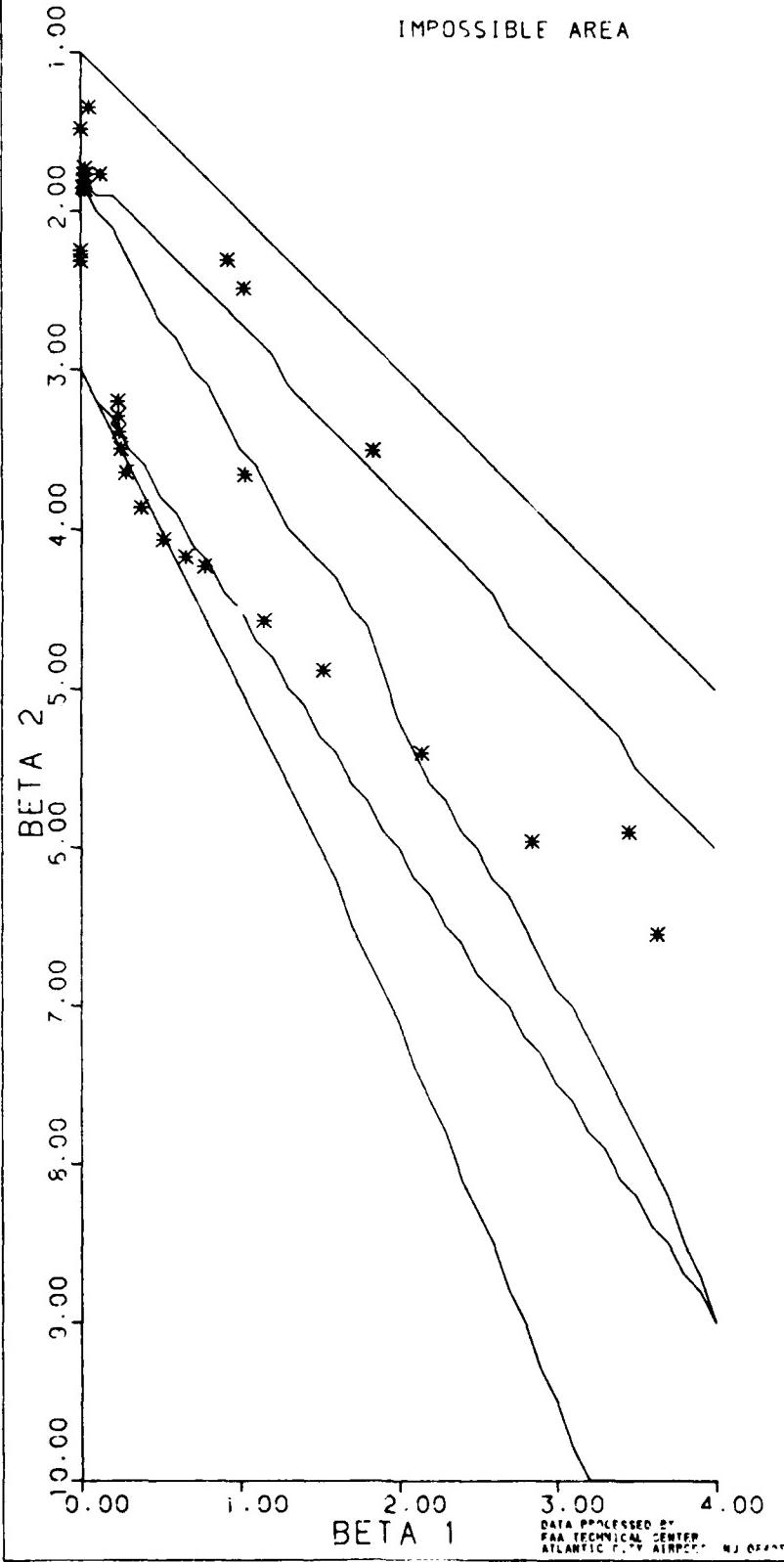
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ANGULAR POSITION (DEG)



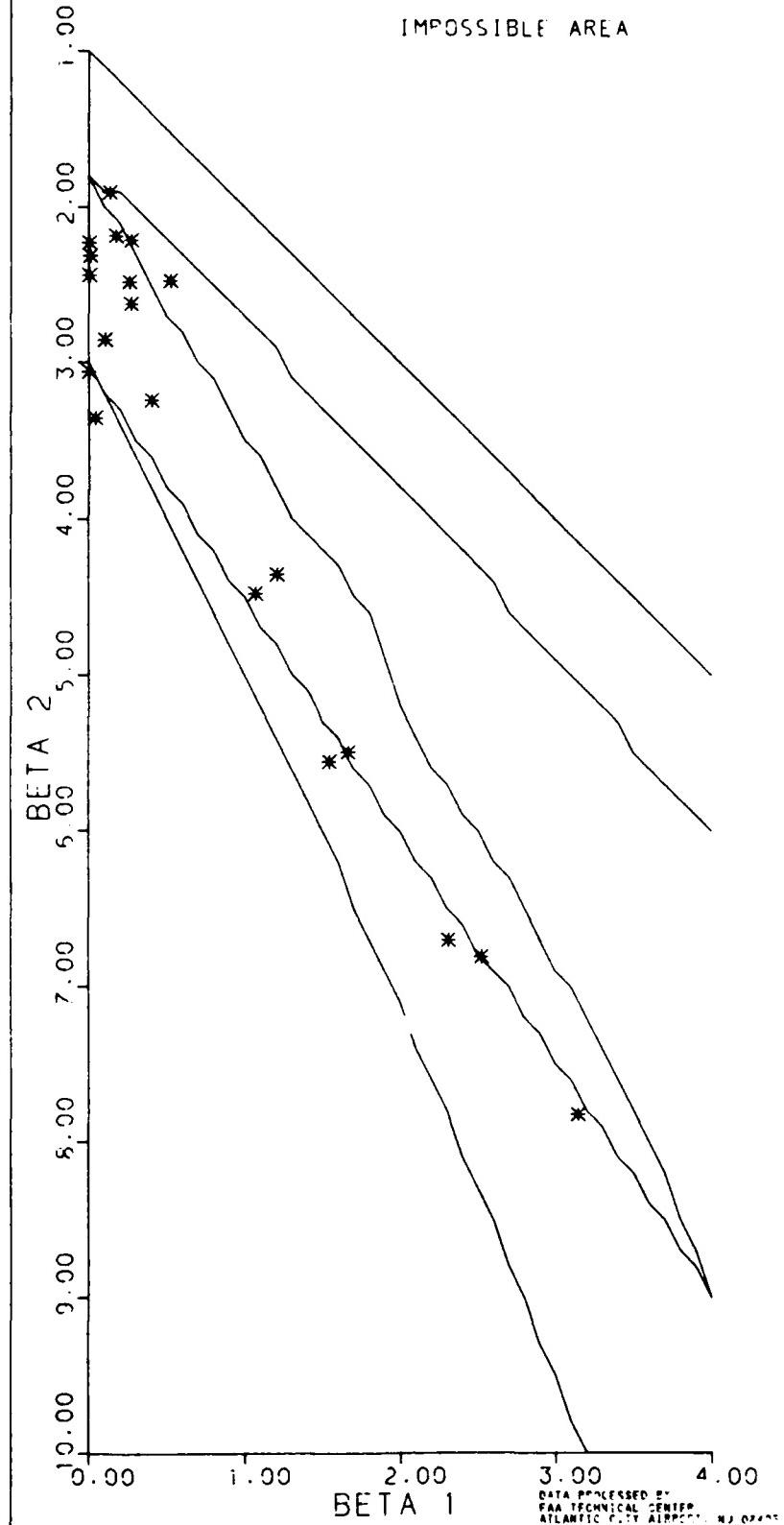
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CROSSTRACK POSITION (FT)



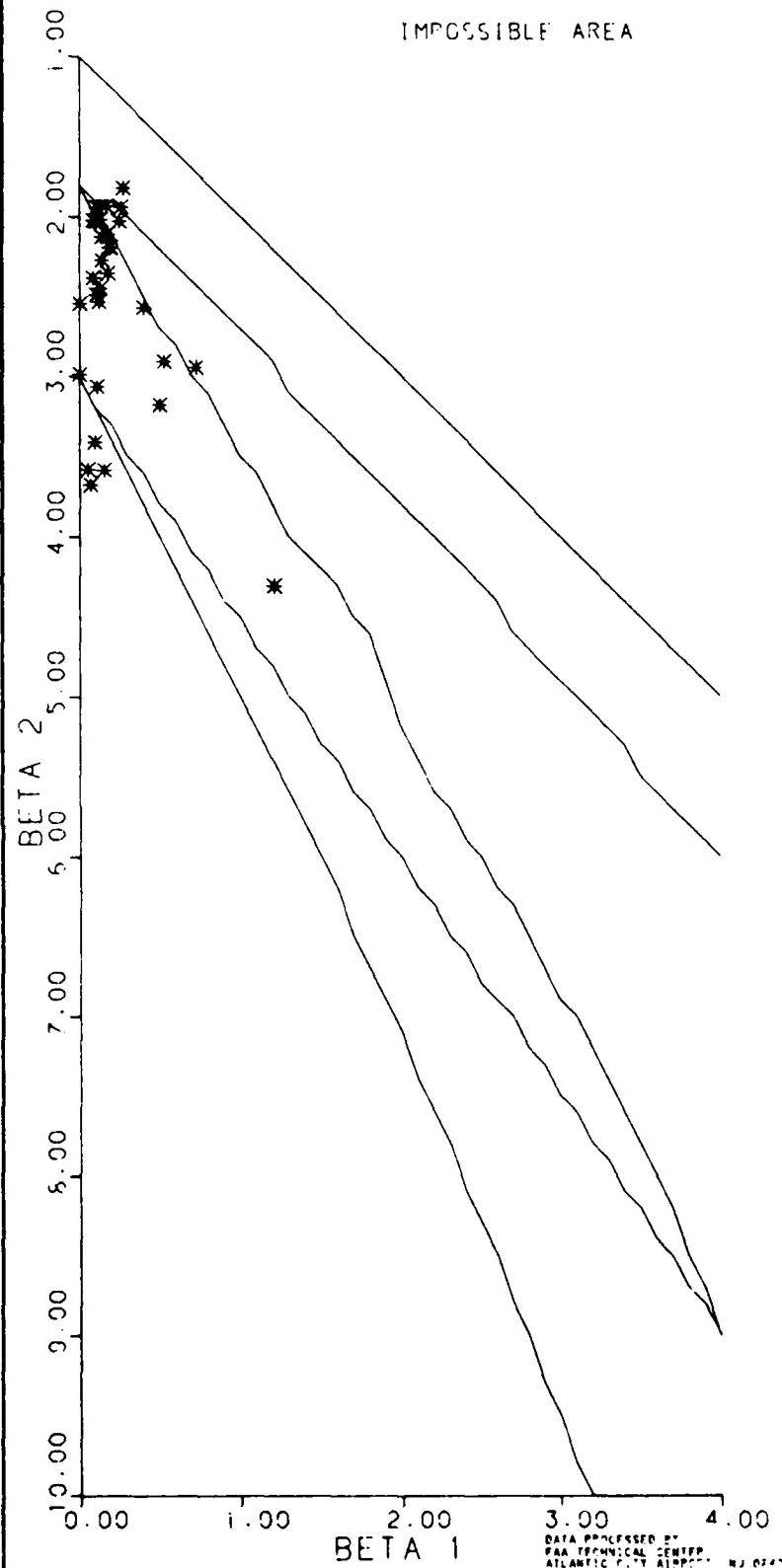
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ALTITUDE (FT)



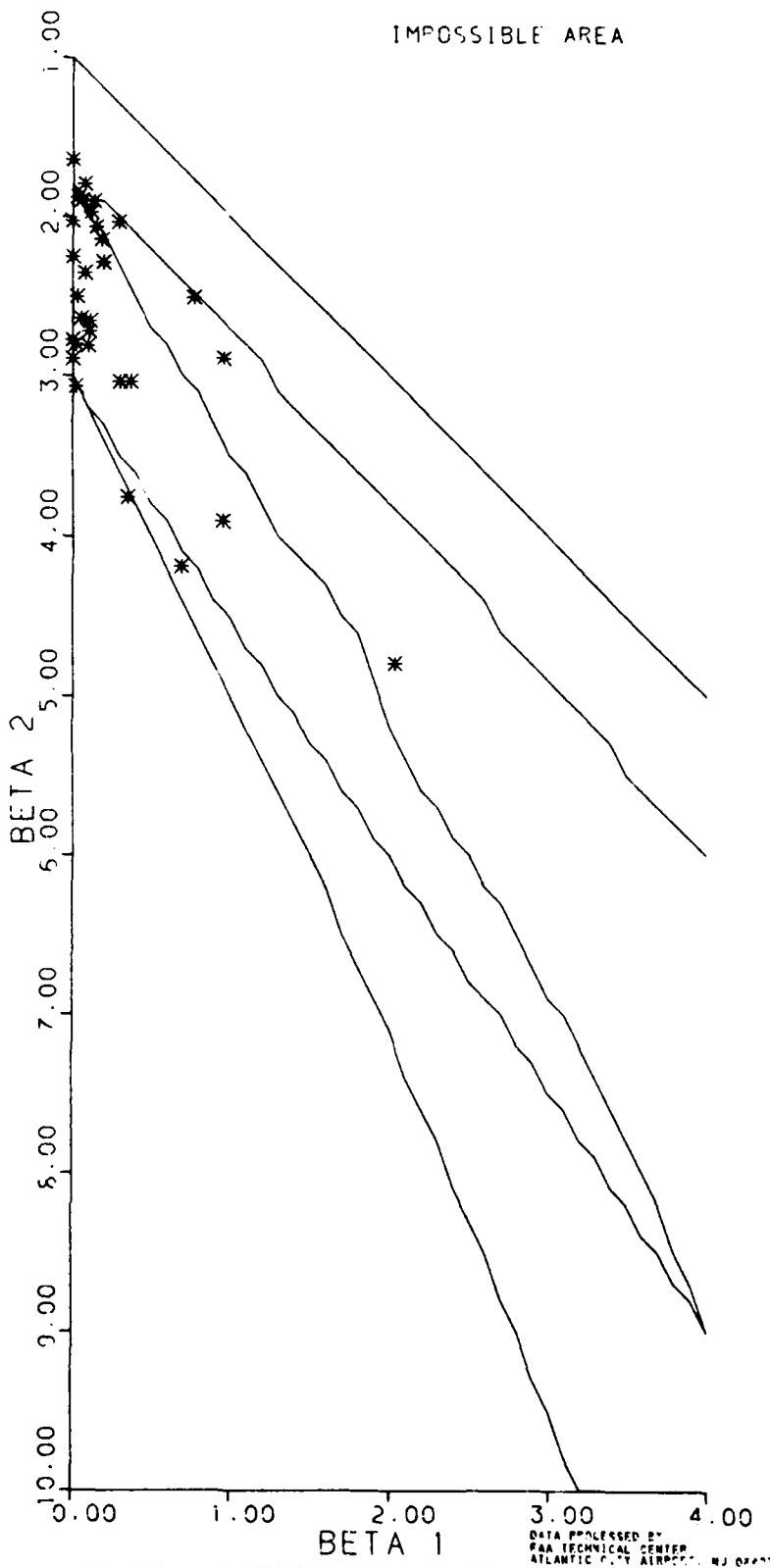
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CROSSTRACK VELOCITY (FPM)



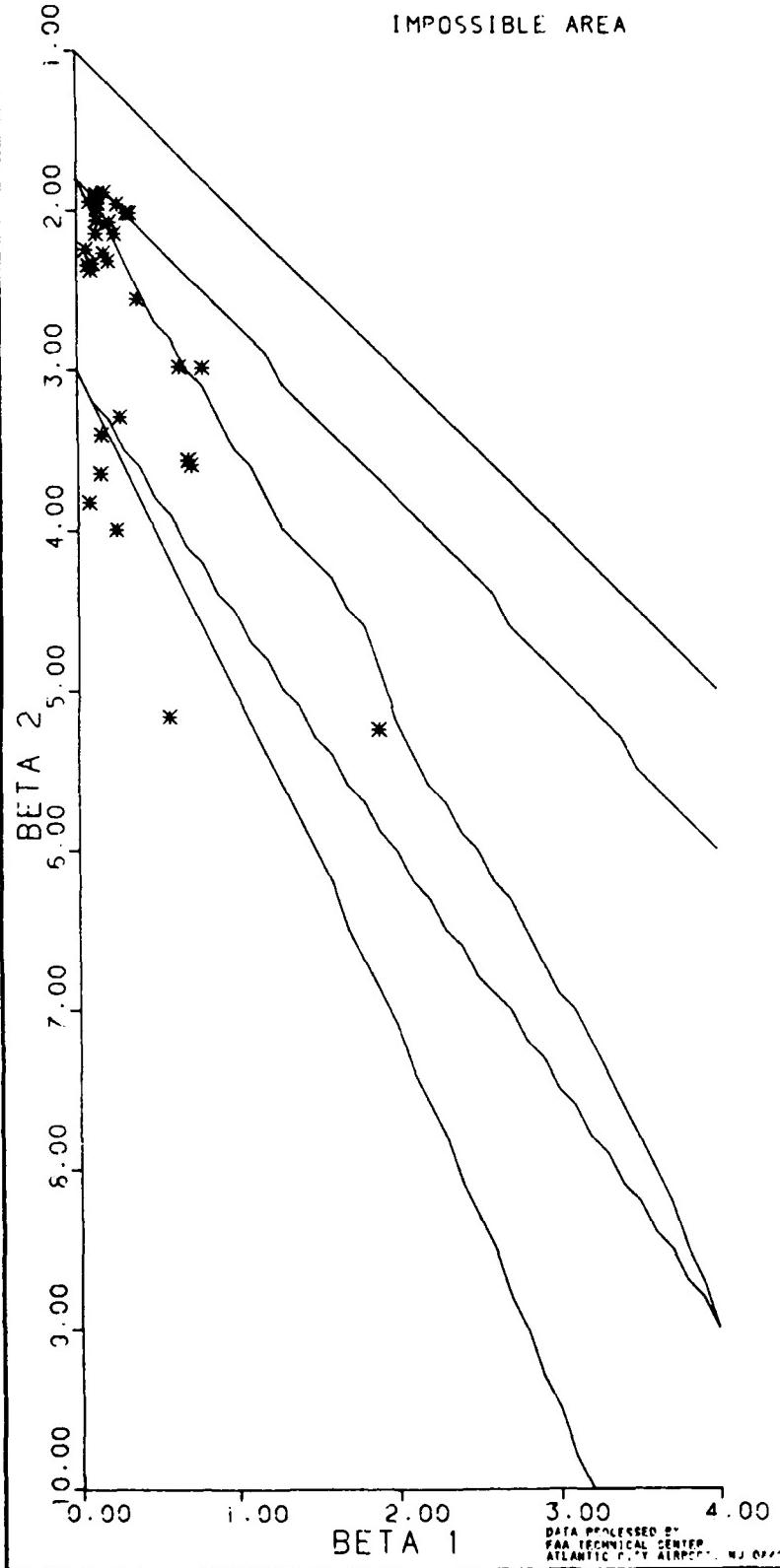
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ALONGTRACK VELOCITY (FPM)



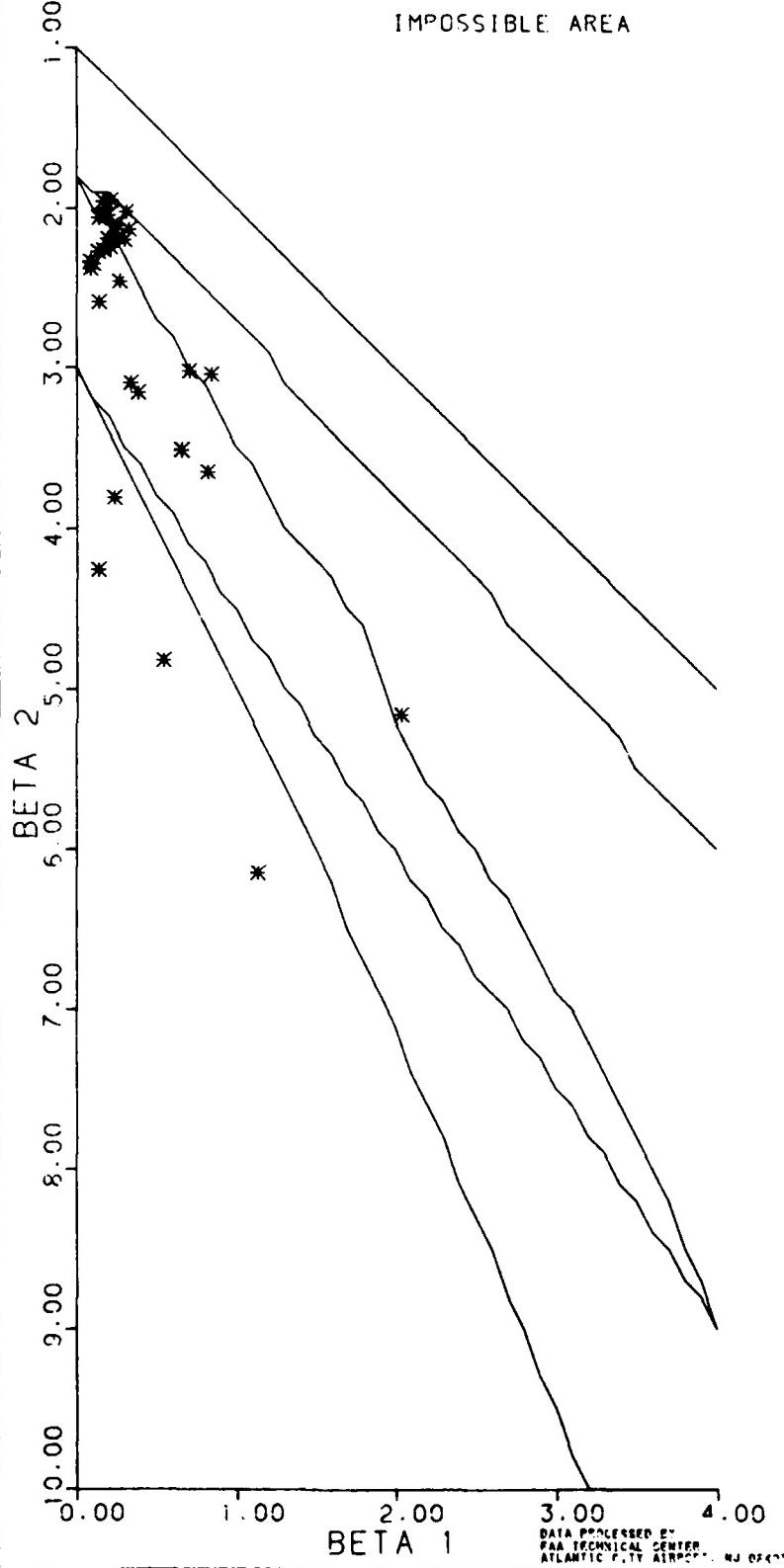
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VERTICAL VELOCITY (FPM)



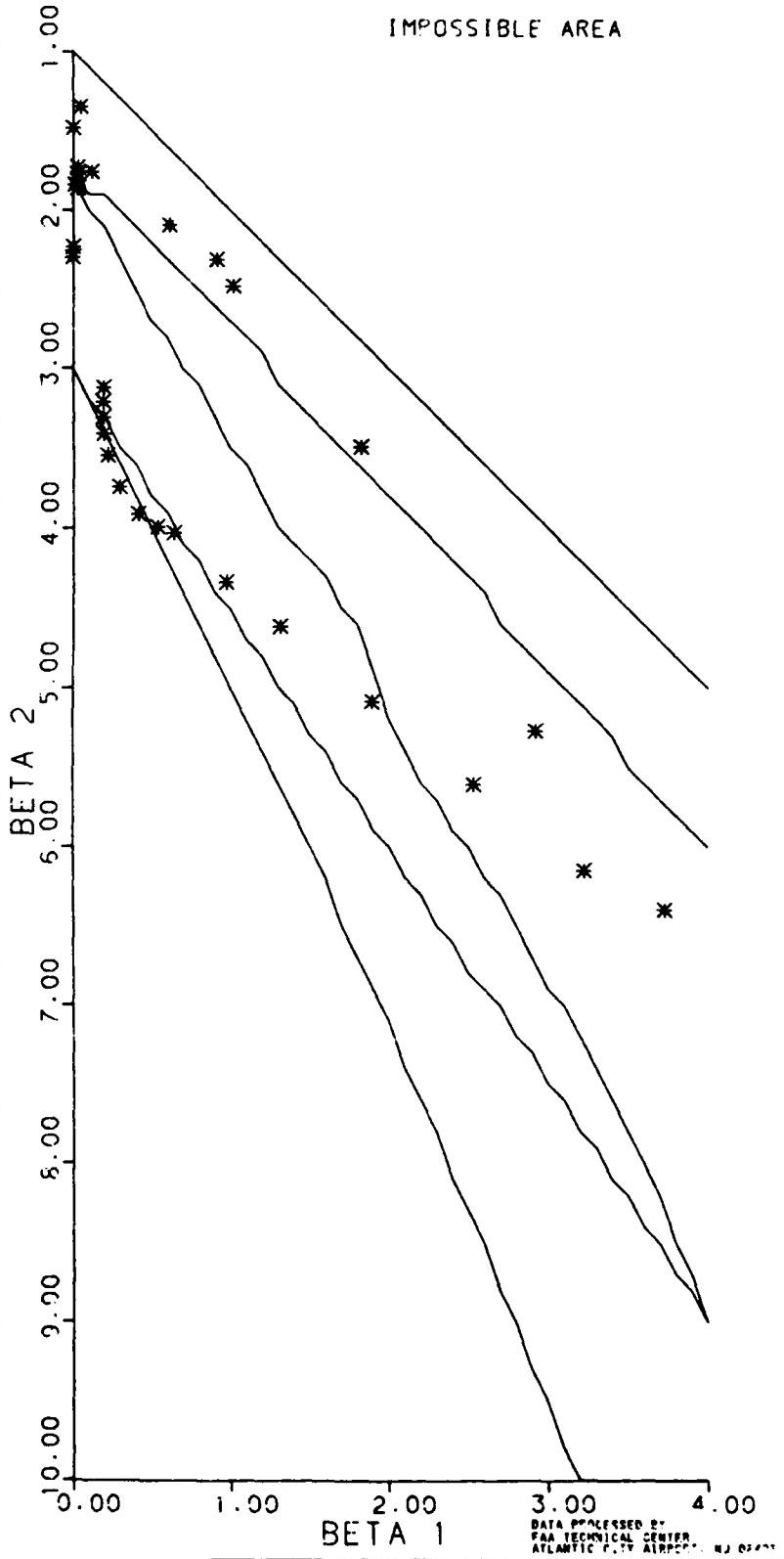
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GROUNDSPEED (KNOTS)



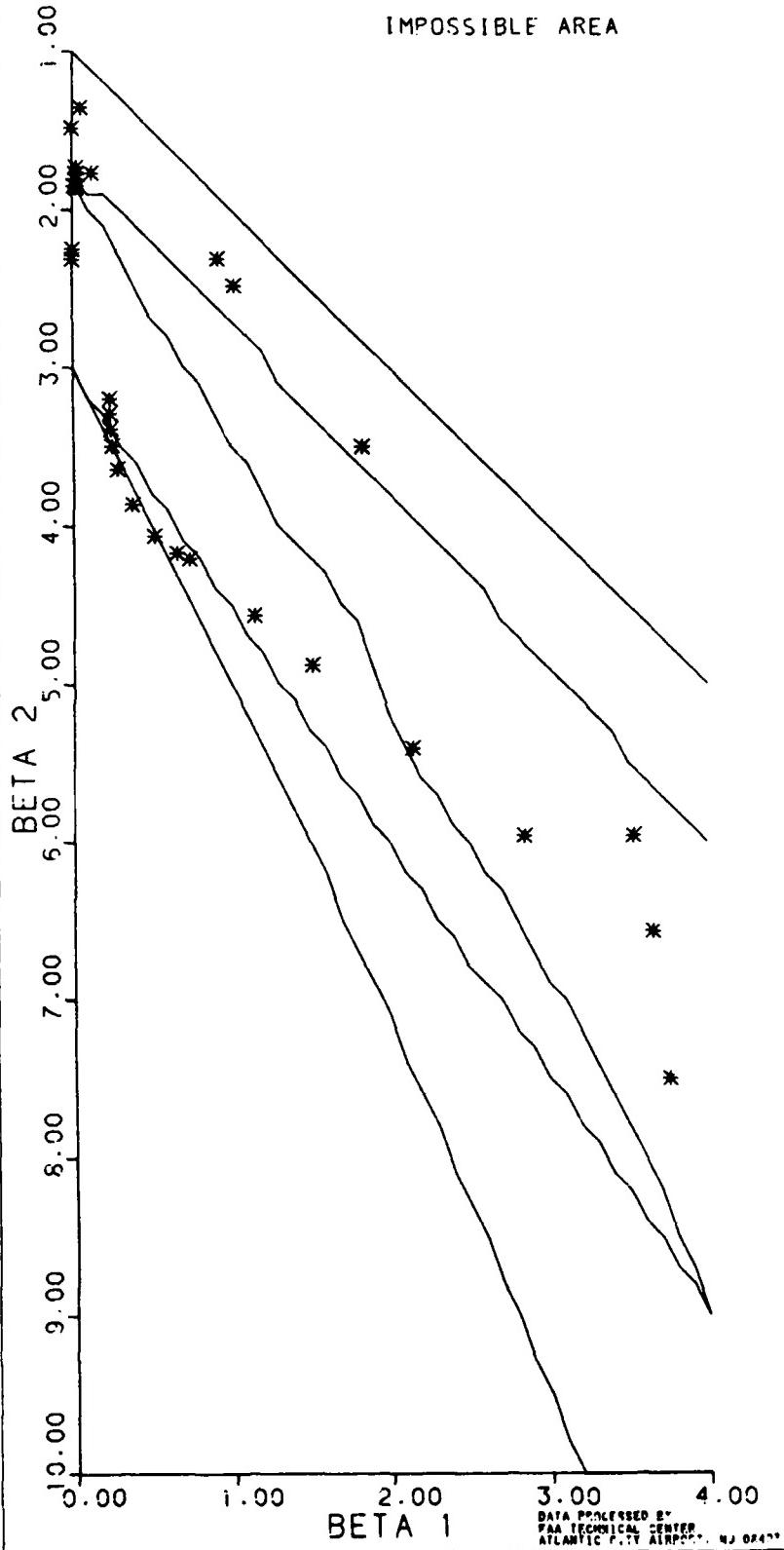
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ALONGPATH SPEED (KNOTS)



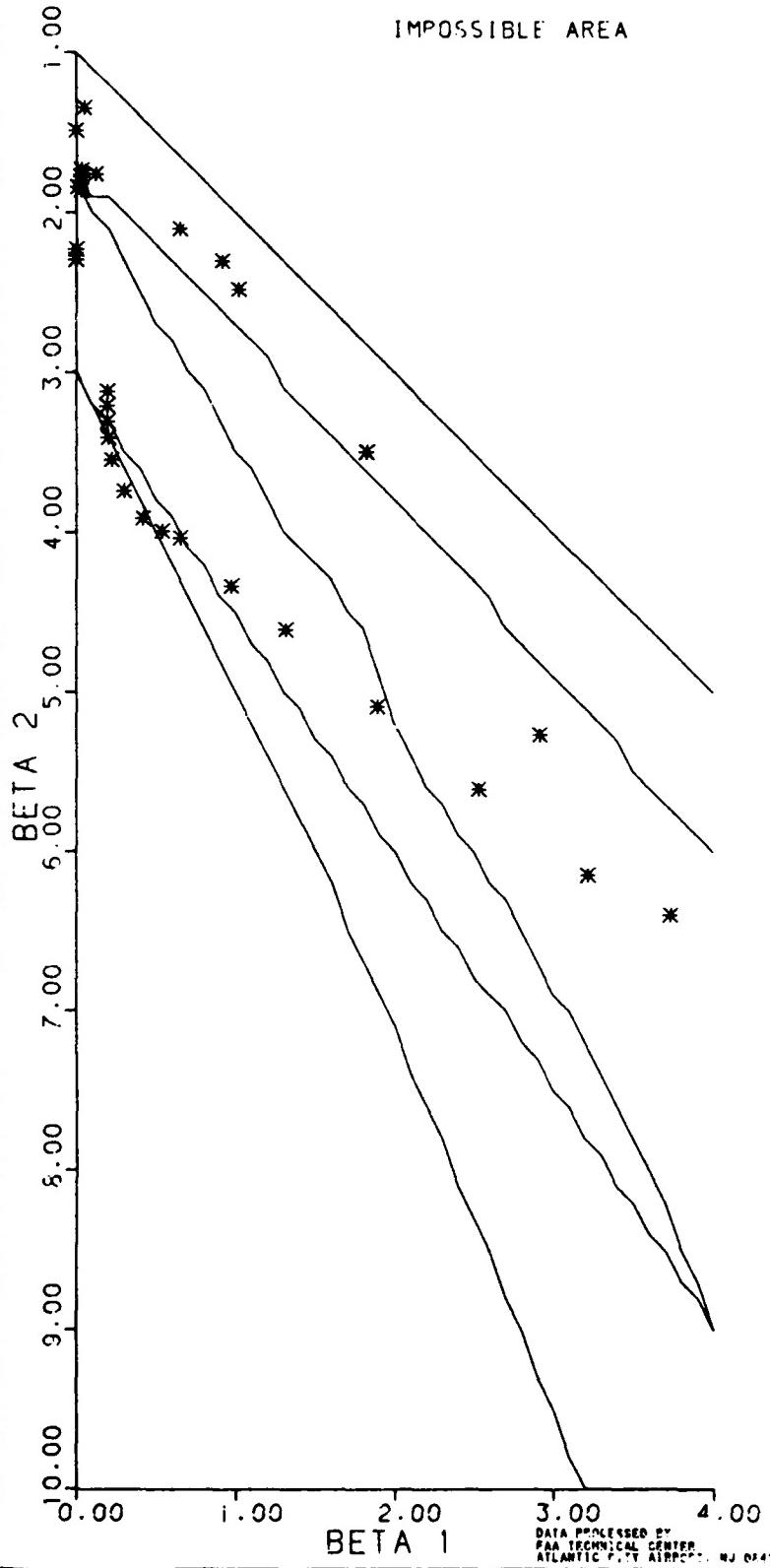
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ANGULAR ERROR (DEG)



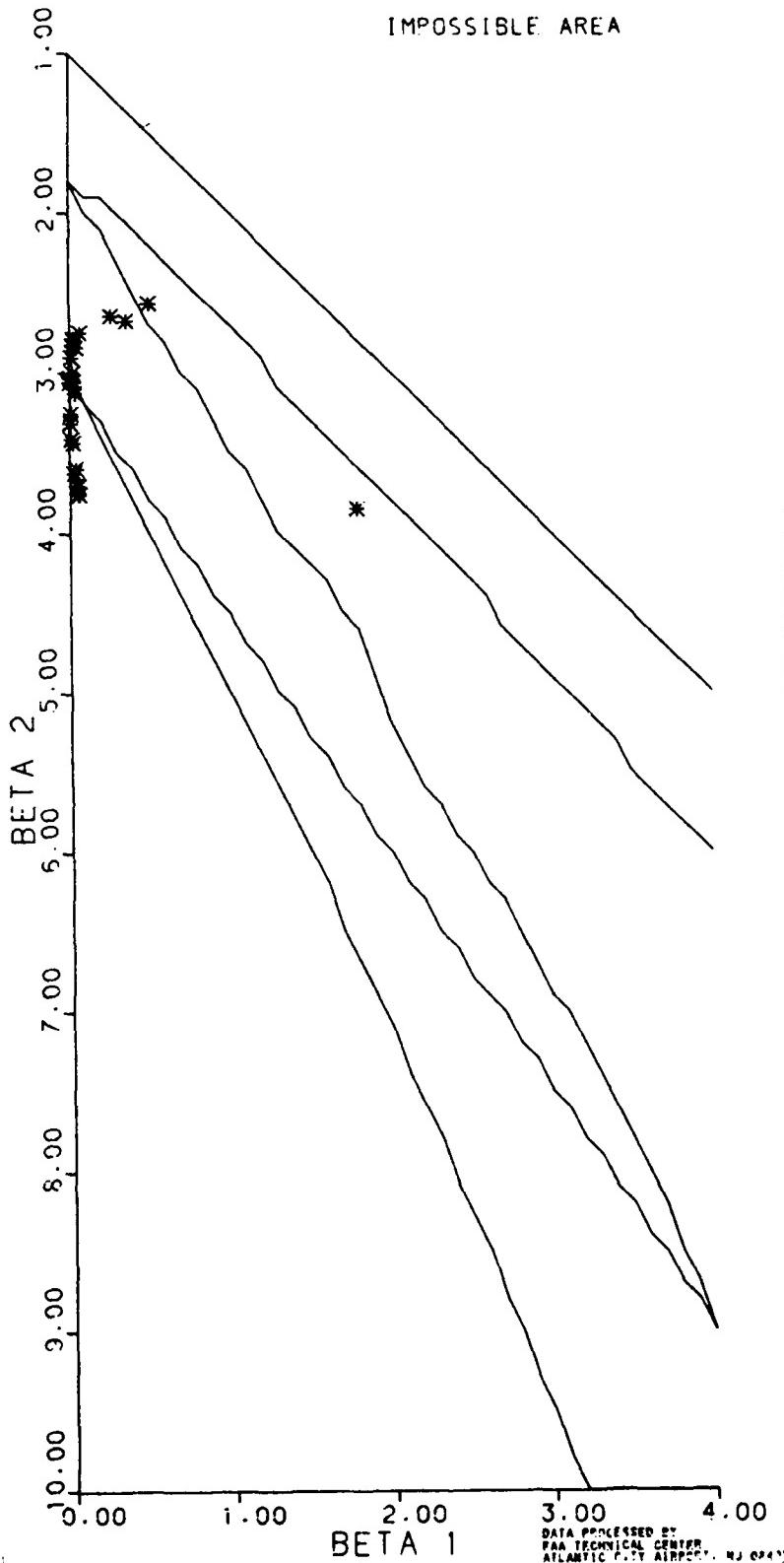
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ALTITUDE ERROR (FT)



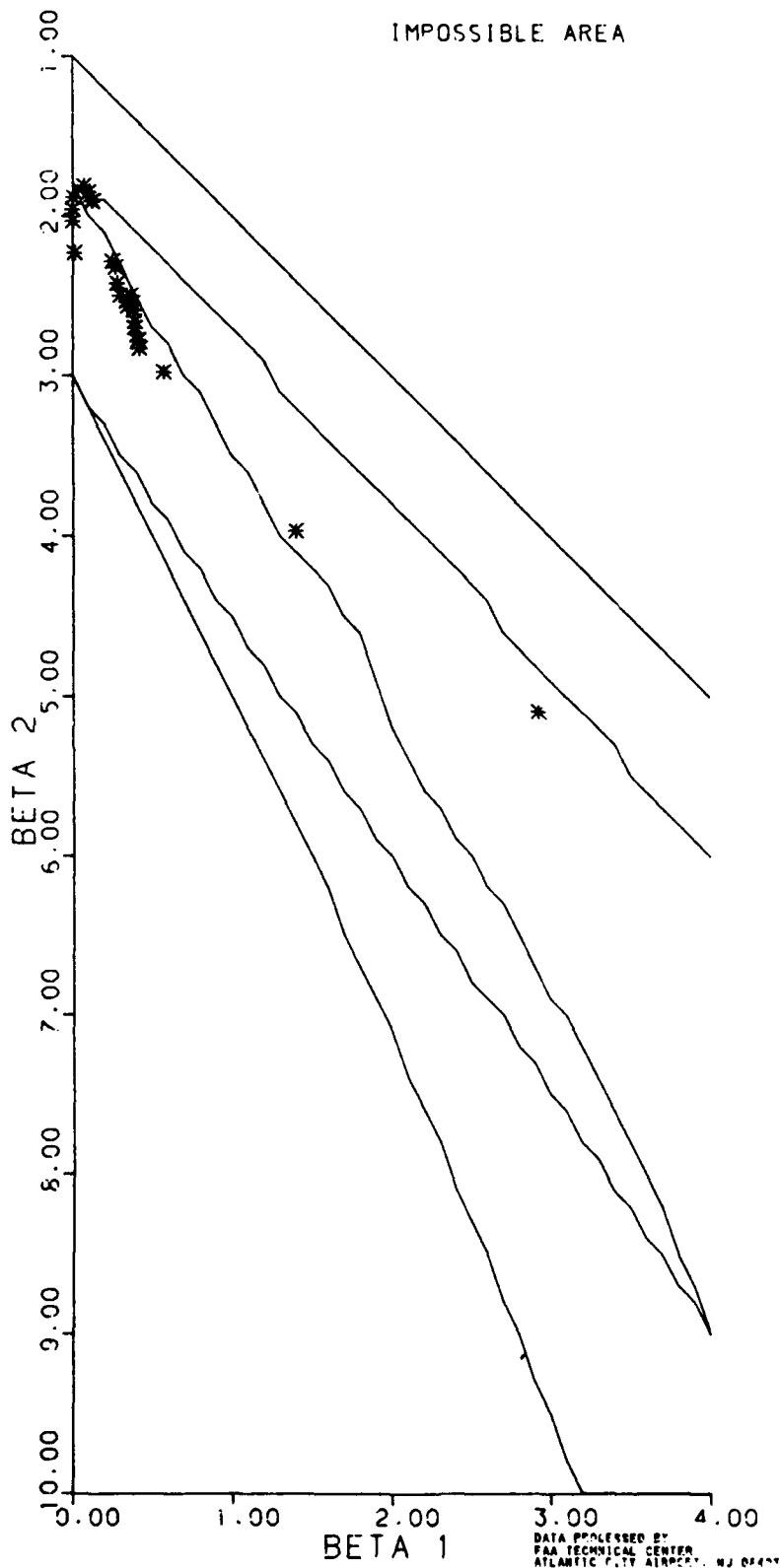
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10.00 DEGREE STRAIGHT OUT DEPARTURES  
ANGULAR POSITION (DEG)



VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
12.00 DEGREE STRAIGHT OUT DEPARTURES  
CROSSTRACK POSITION (FT)

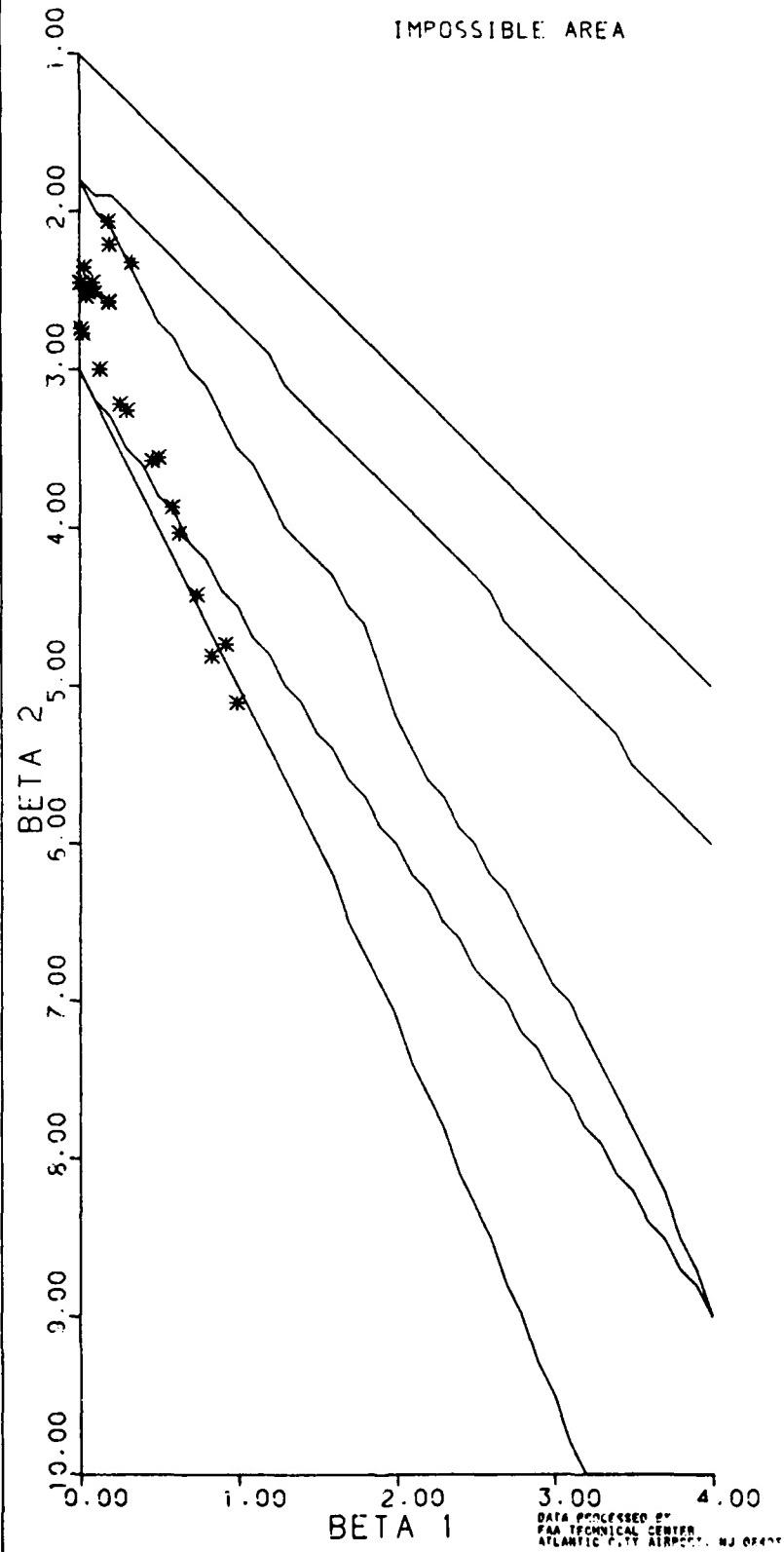


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12.00 DEGREE STRAIGHT OUT DEPARTURES  
ALTITUDE (FT)

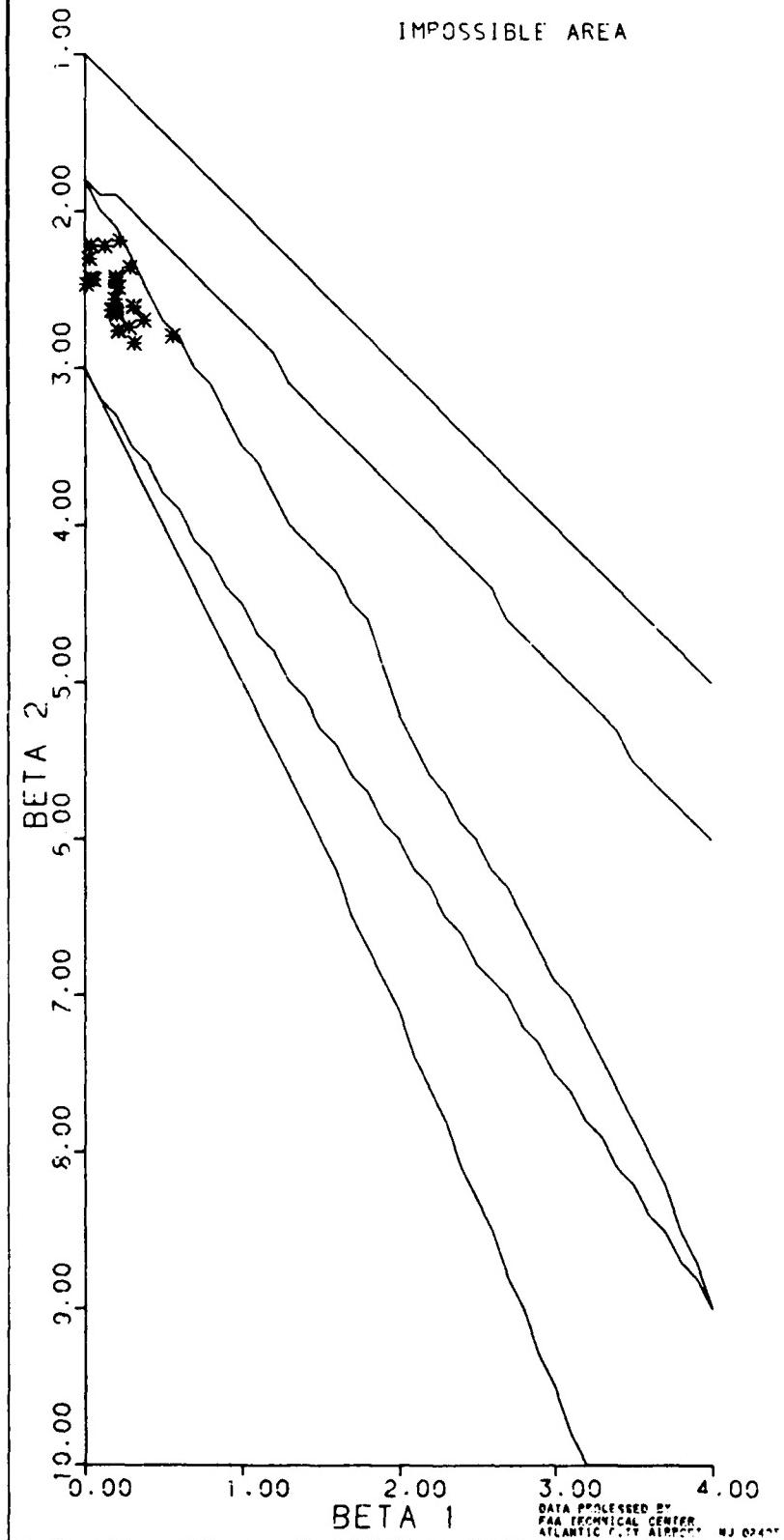


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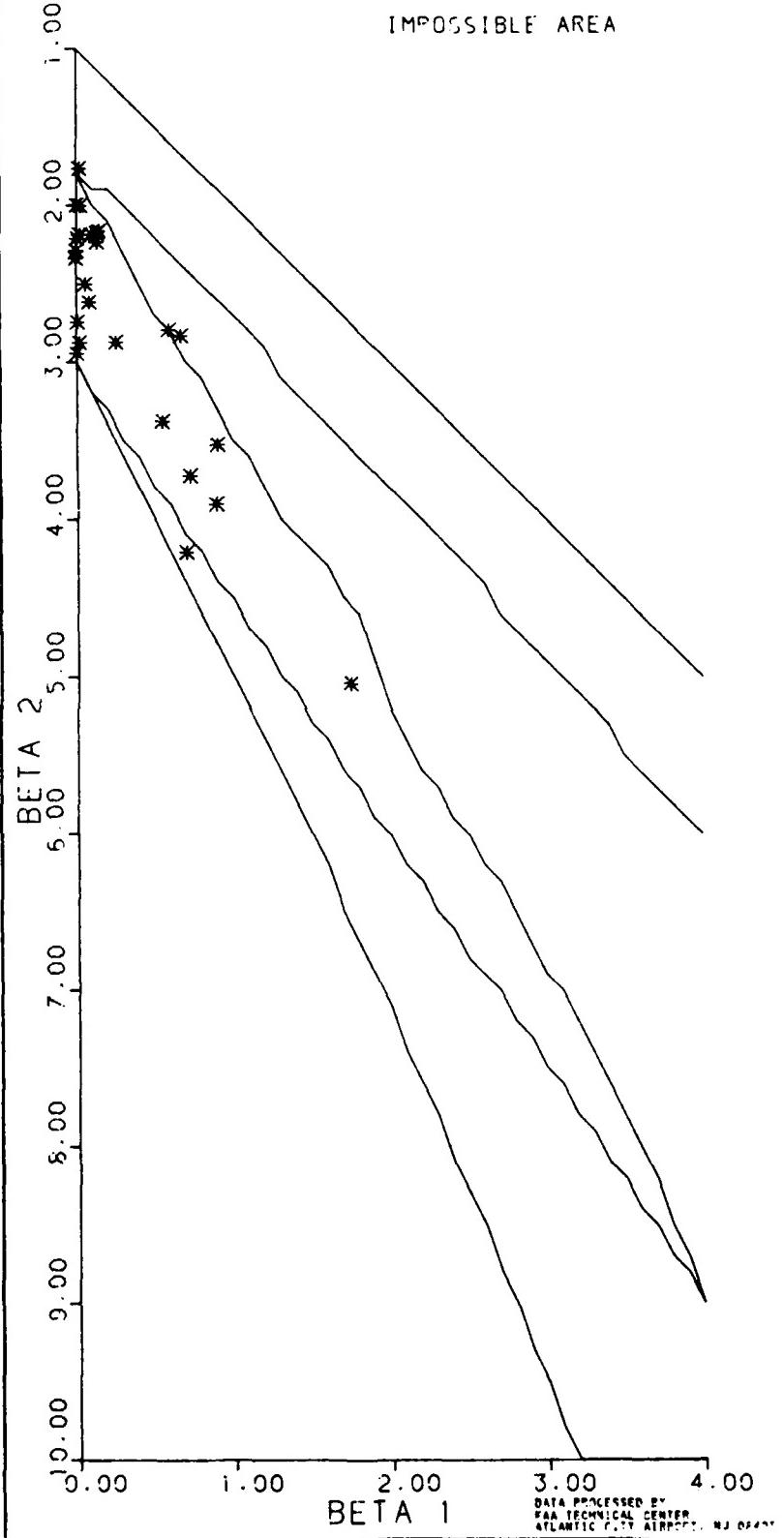
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CROSSTRACK VELOCITY (FPM)



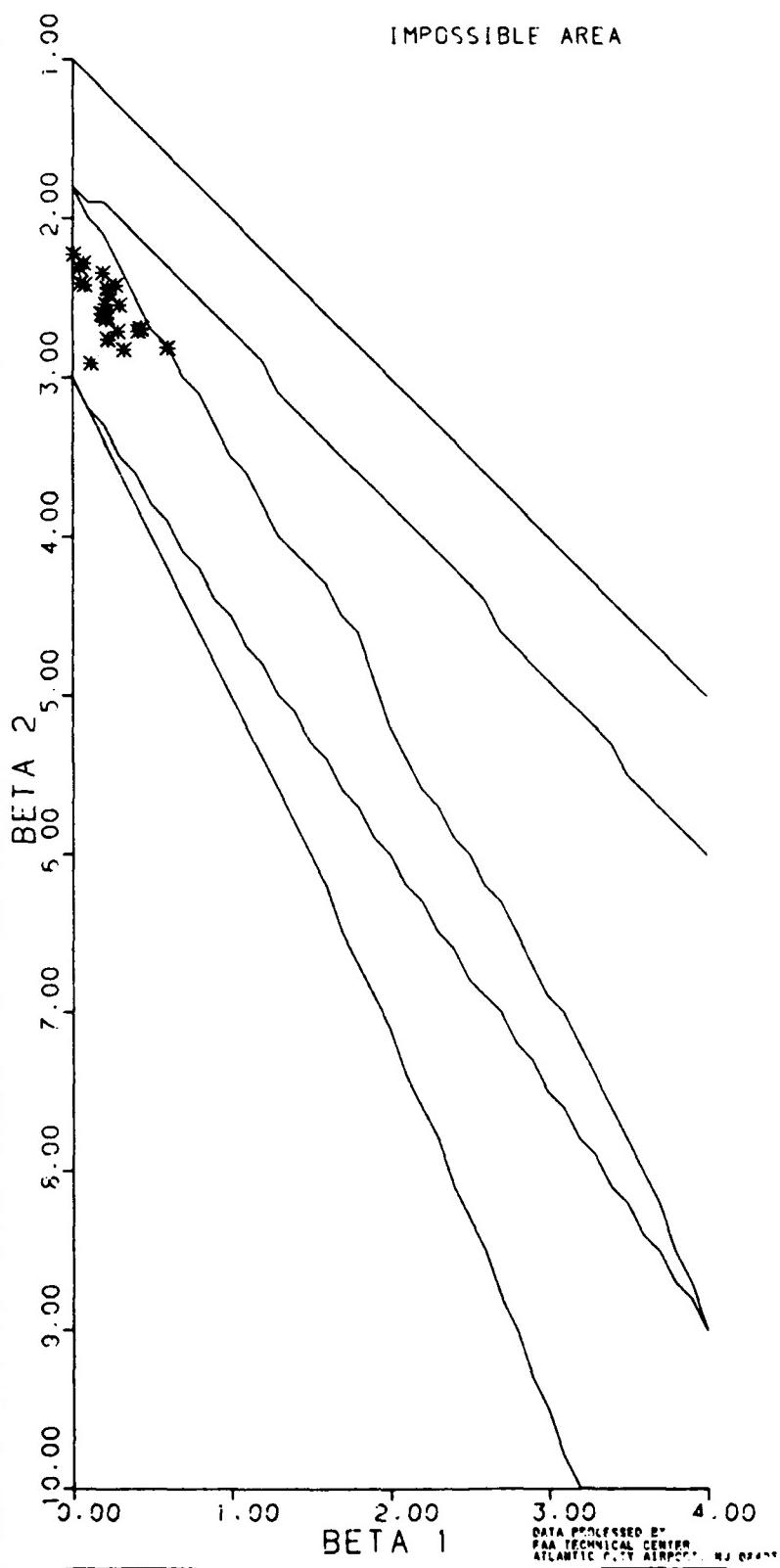
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12.00 DEGREE STRAIGHT OUT DEPARTURES  
ALONGTRACK VELOCITY (FPM)



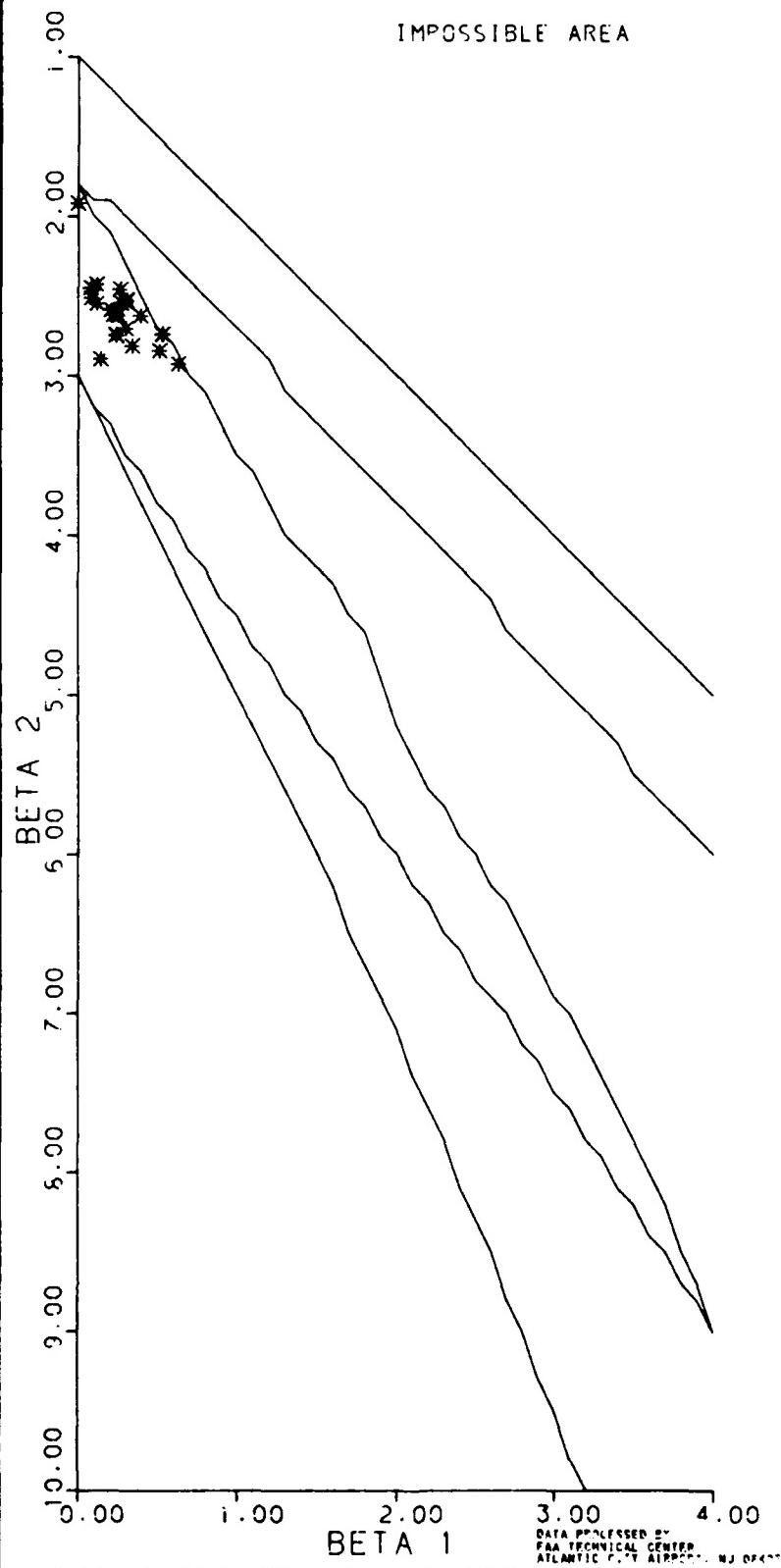
VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
12.00 DEGREE STRAIGHT OUT DEPARTURES  
VERTICAL VELOCITY (FPM)



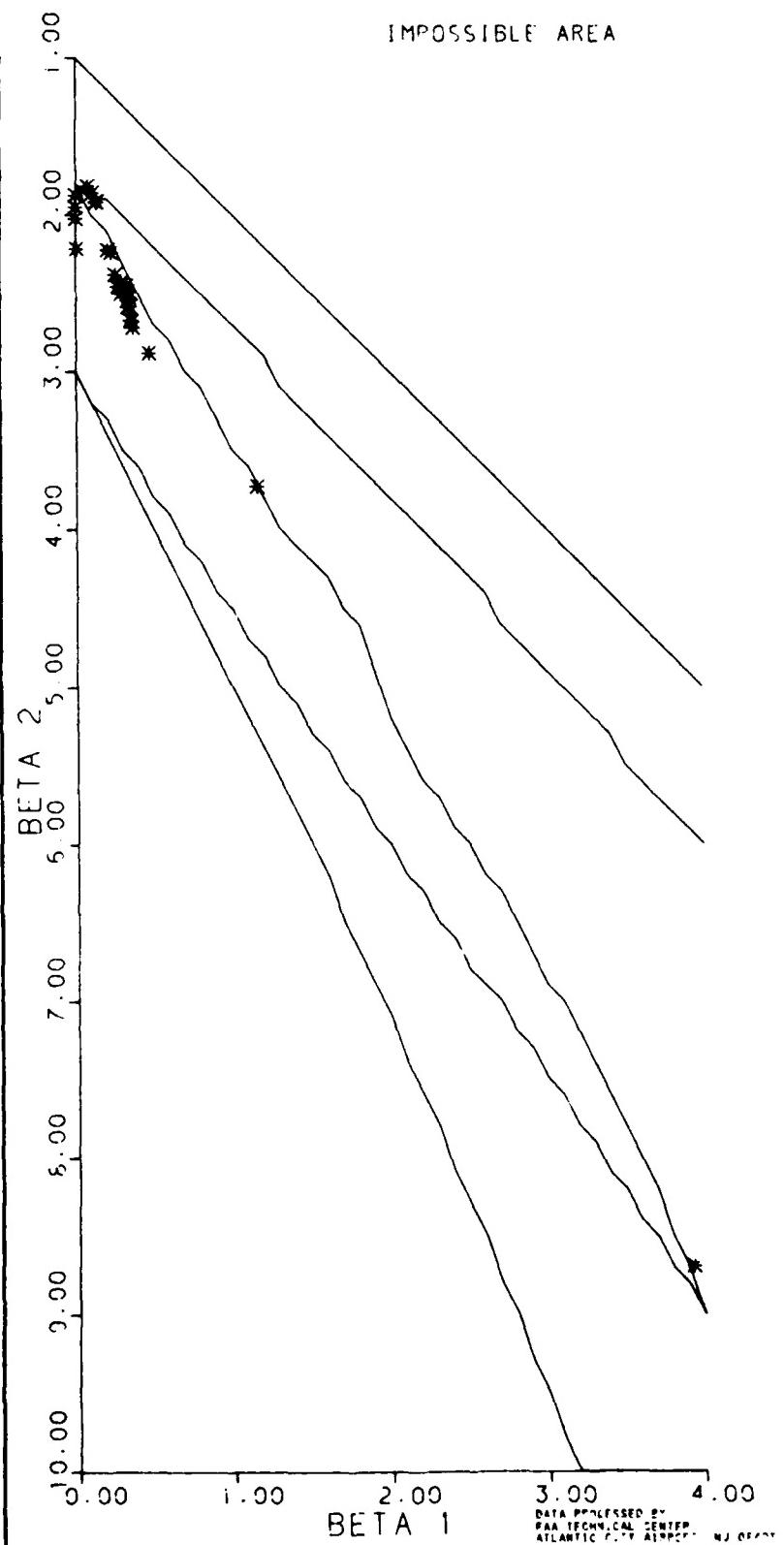
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12.00 DEGREE STRAIGHT OUT DEPARTURES  
GROUNDSPEED (KNOTS)



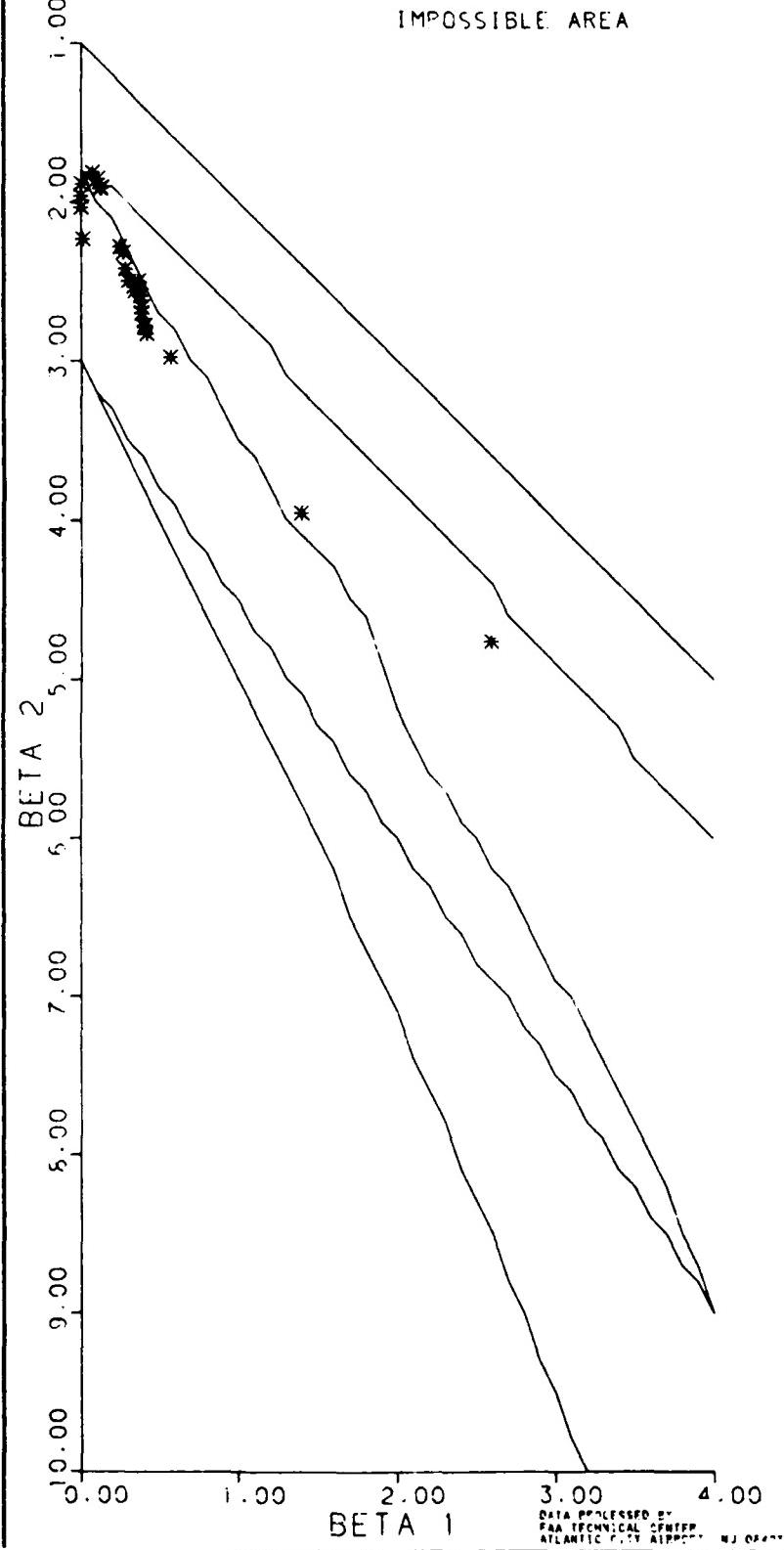
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ALONGPATH SPEED (KNOTS)



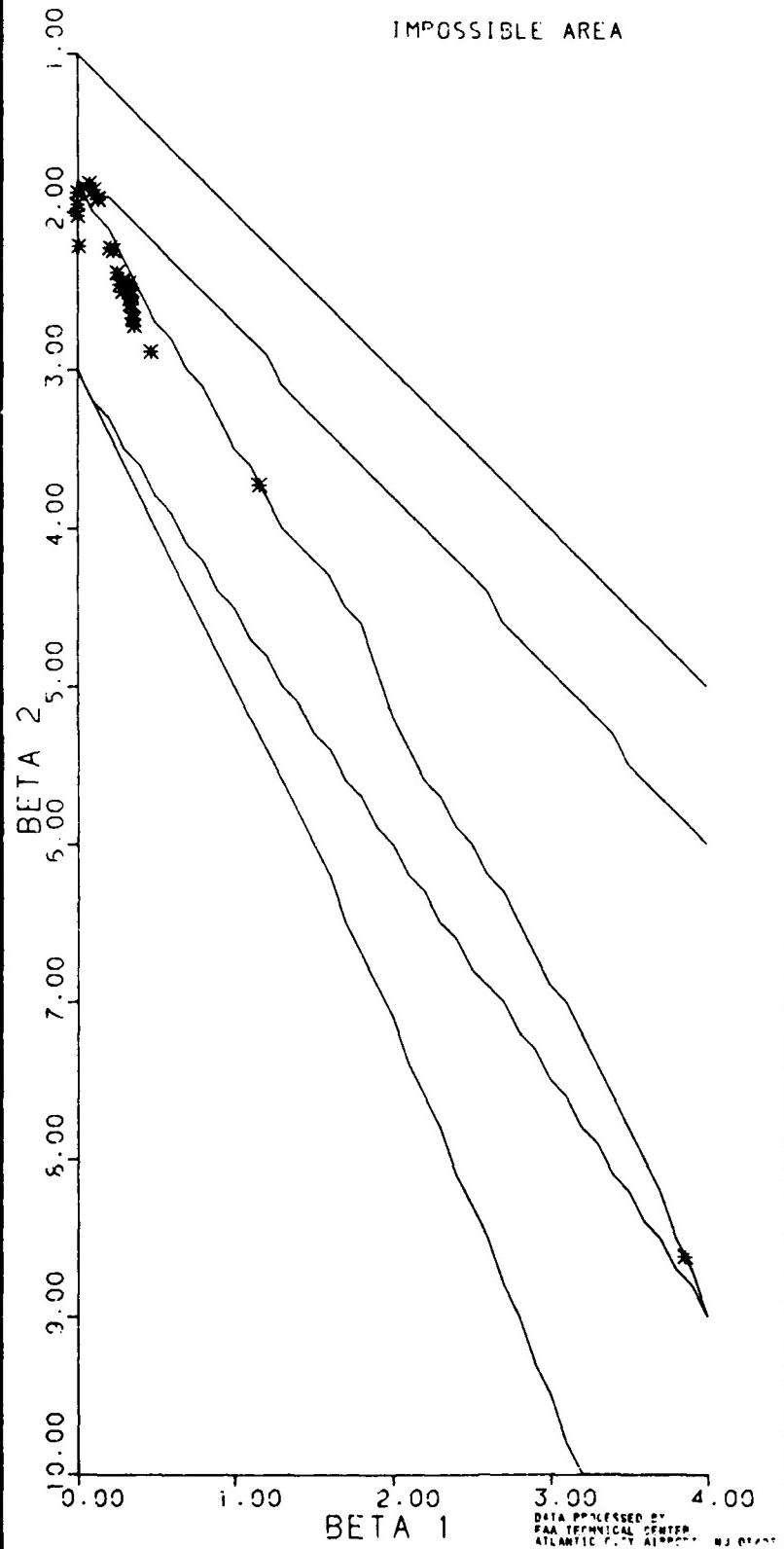
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12.00 DEGREE STRAIGHT OUT DEPARTURES  
ANGULAR ERROR (DEG)



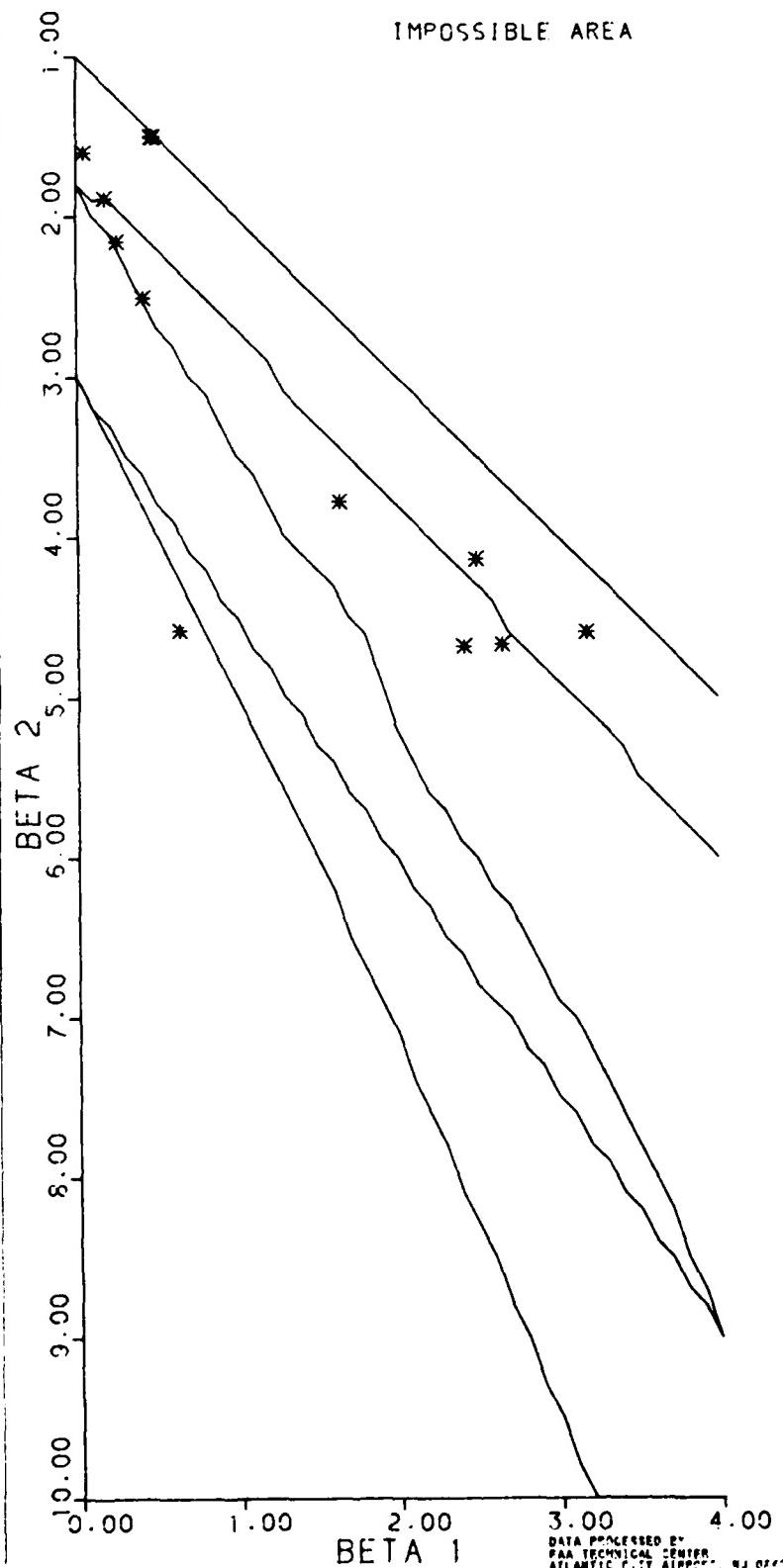
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12.00 DEGREE STRAIGHT OUT DEPARTURES  
ALTITUDE ERROR (FT)



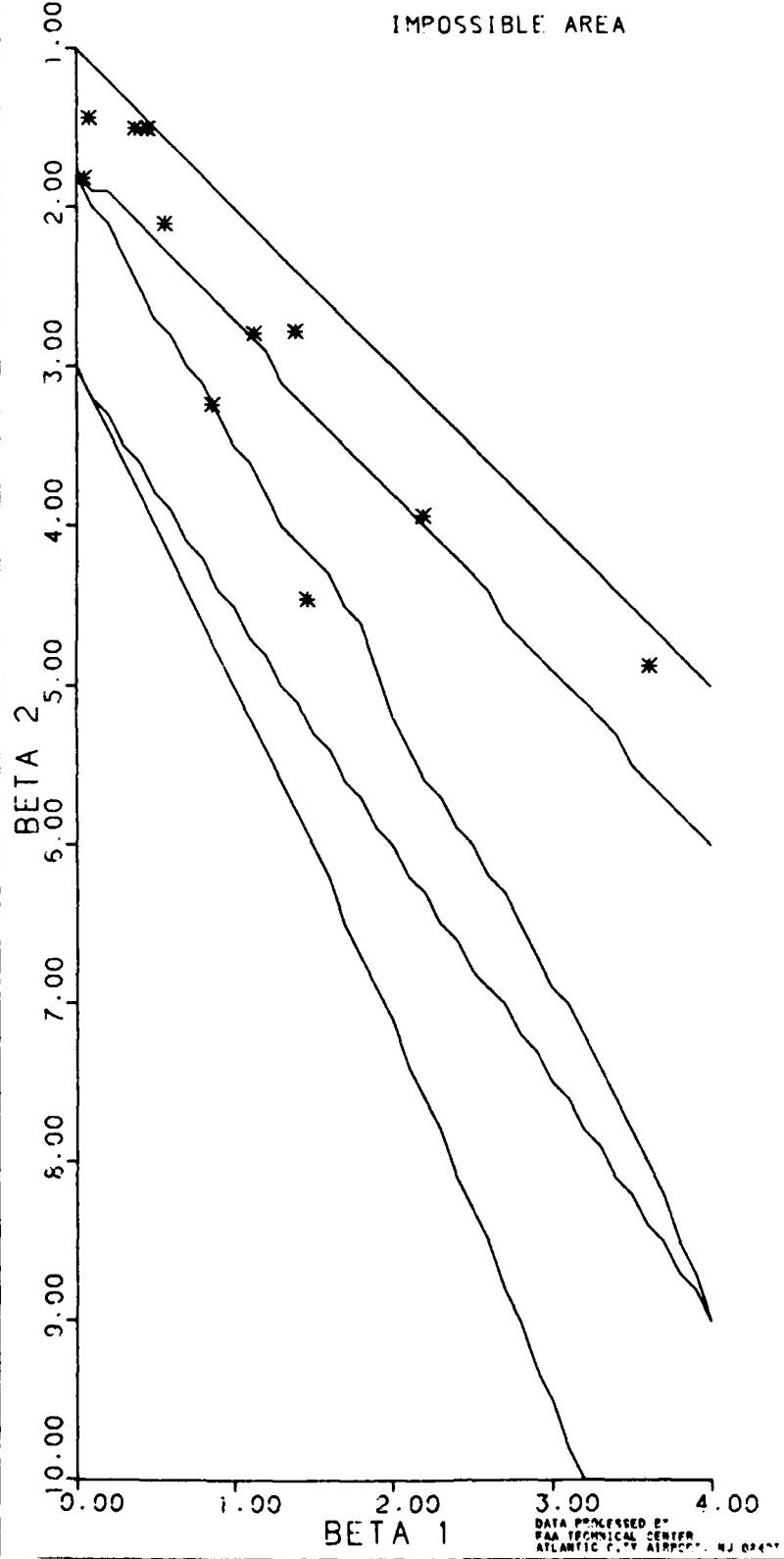
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
12.00 DEGREE STRAIGHT OUT DEPARTURES  
ANGULAR POSITION (DEG)



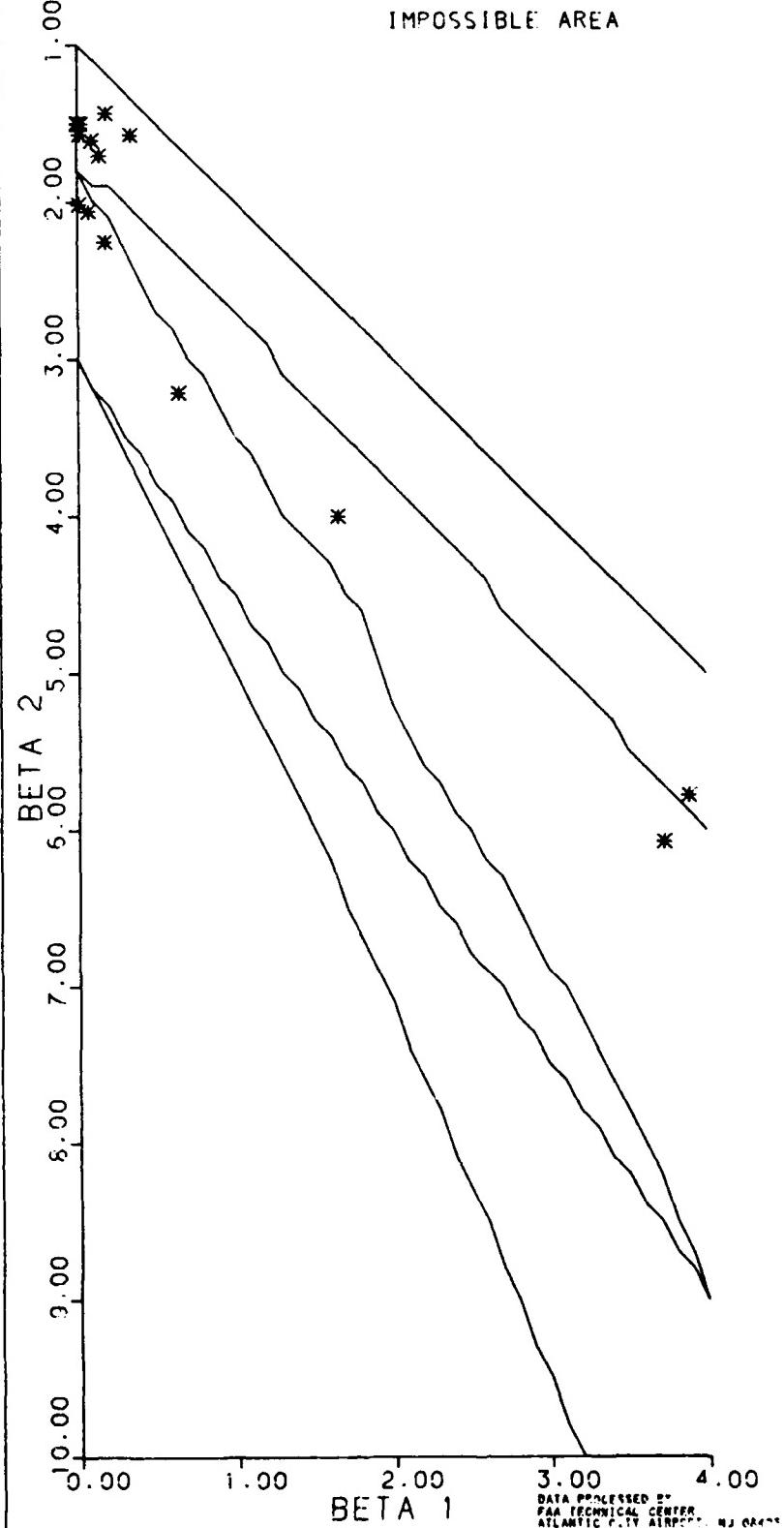
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
7.125 DEGREE CURVED DEPARTURES  
CROSSTRACK POSITION (FT)



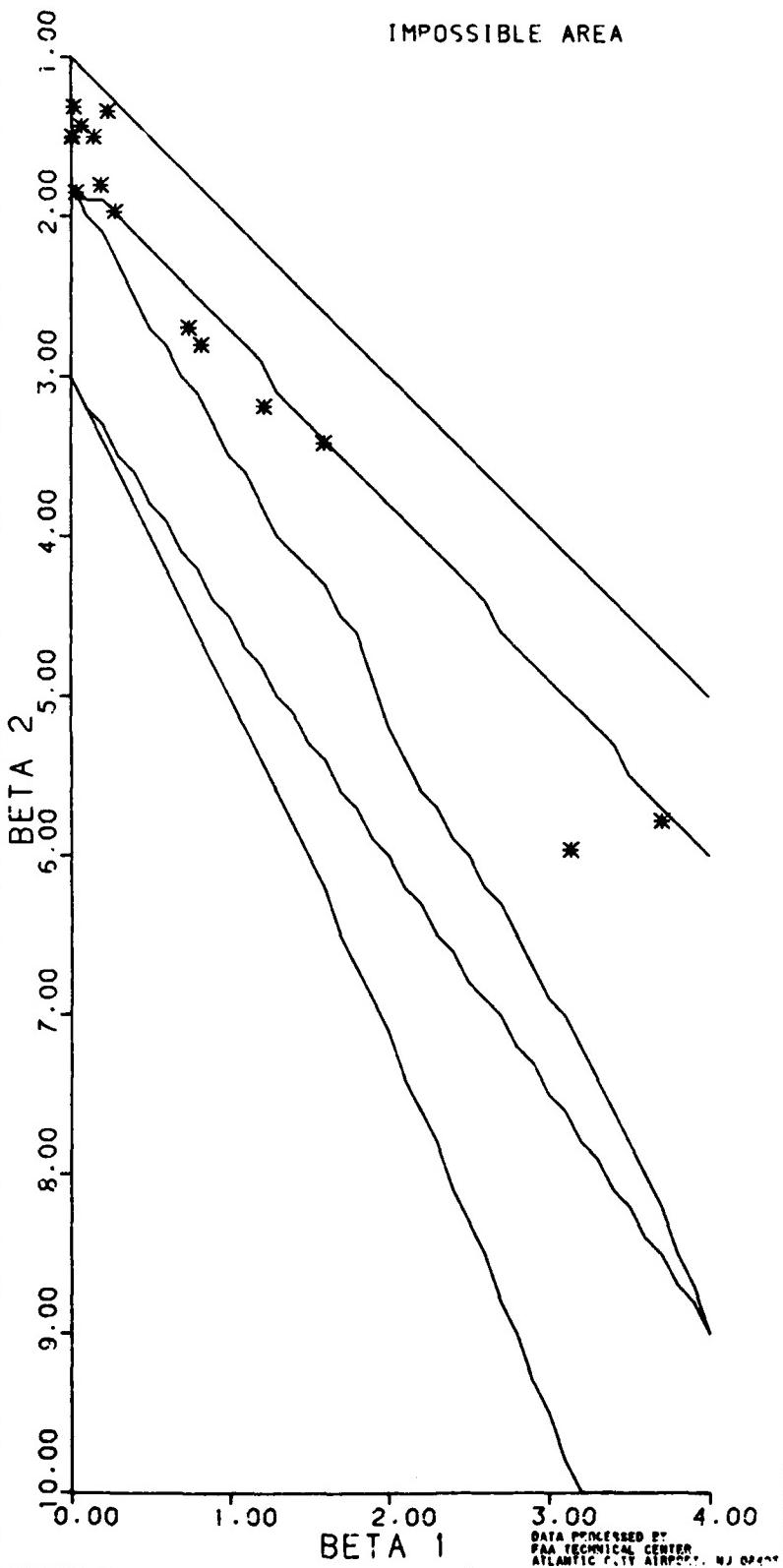
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
7.125 DEGREE CURVED DEPARTURES  
ALTITUDE (FT)



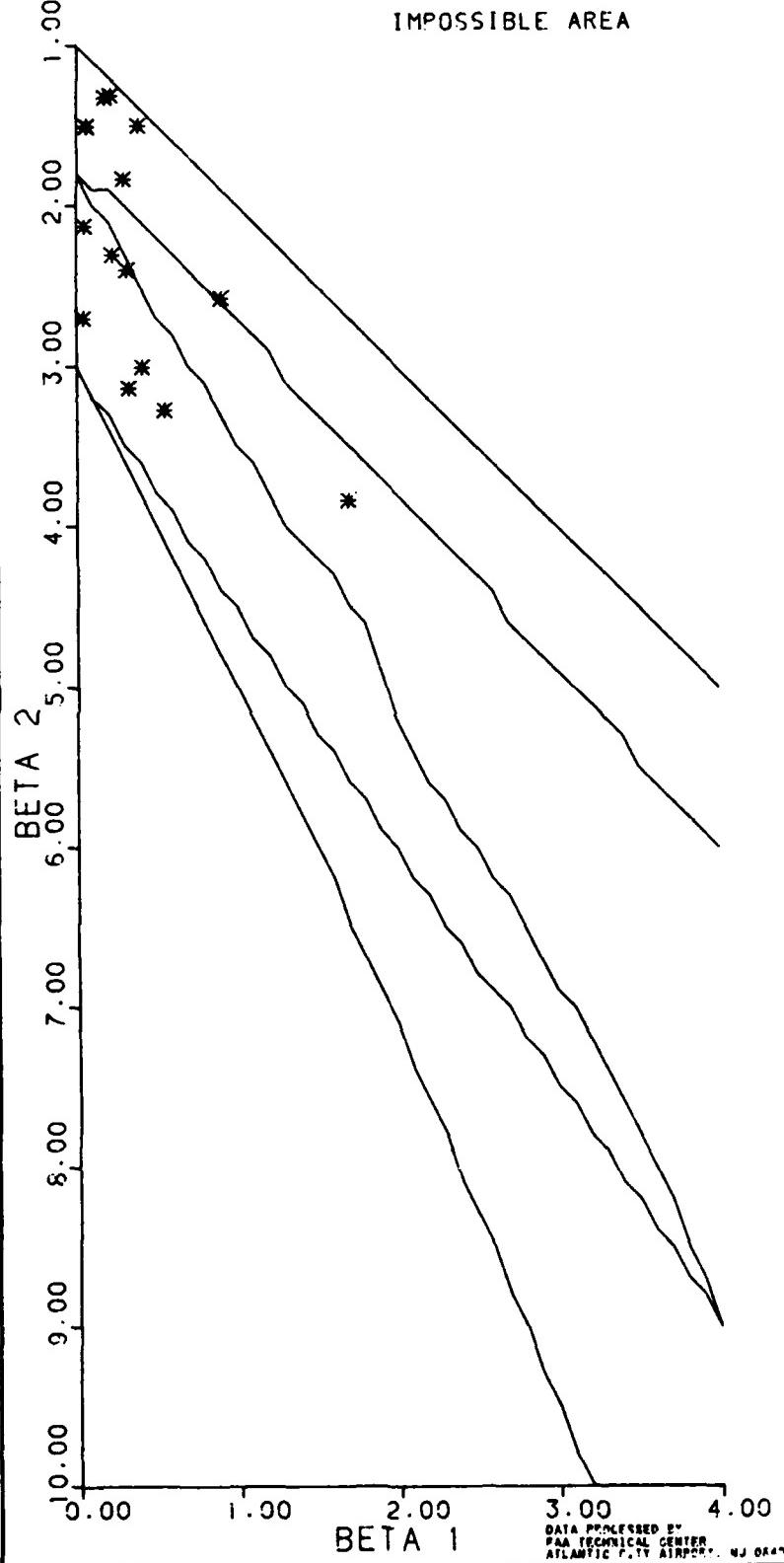
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7.125 DEGREE CURVED DEPARTURES  
CROSSTRACK VELOCITY (FPM)



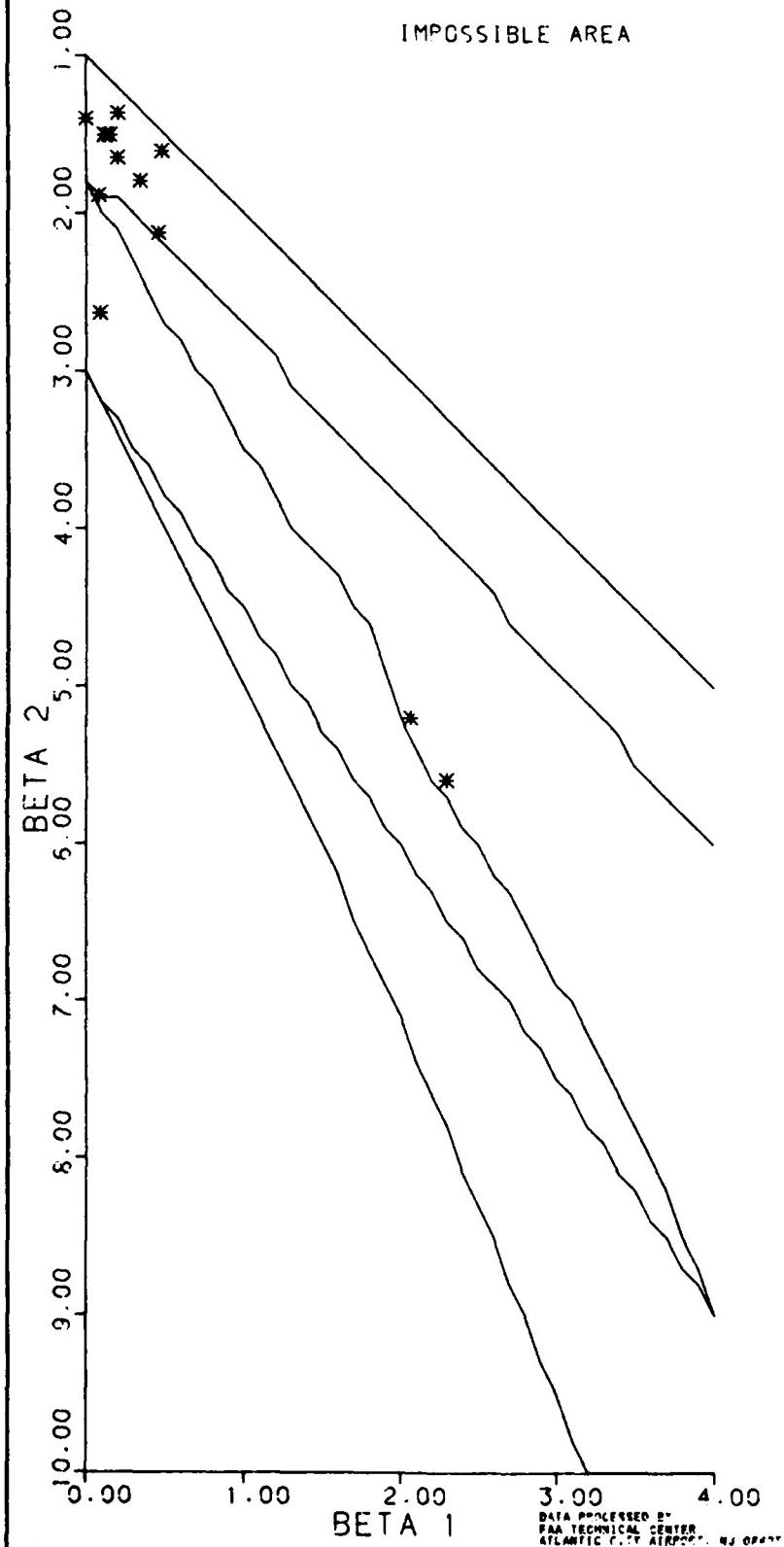
VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
7.125 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM)



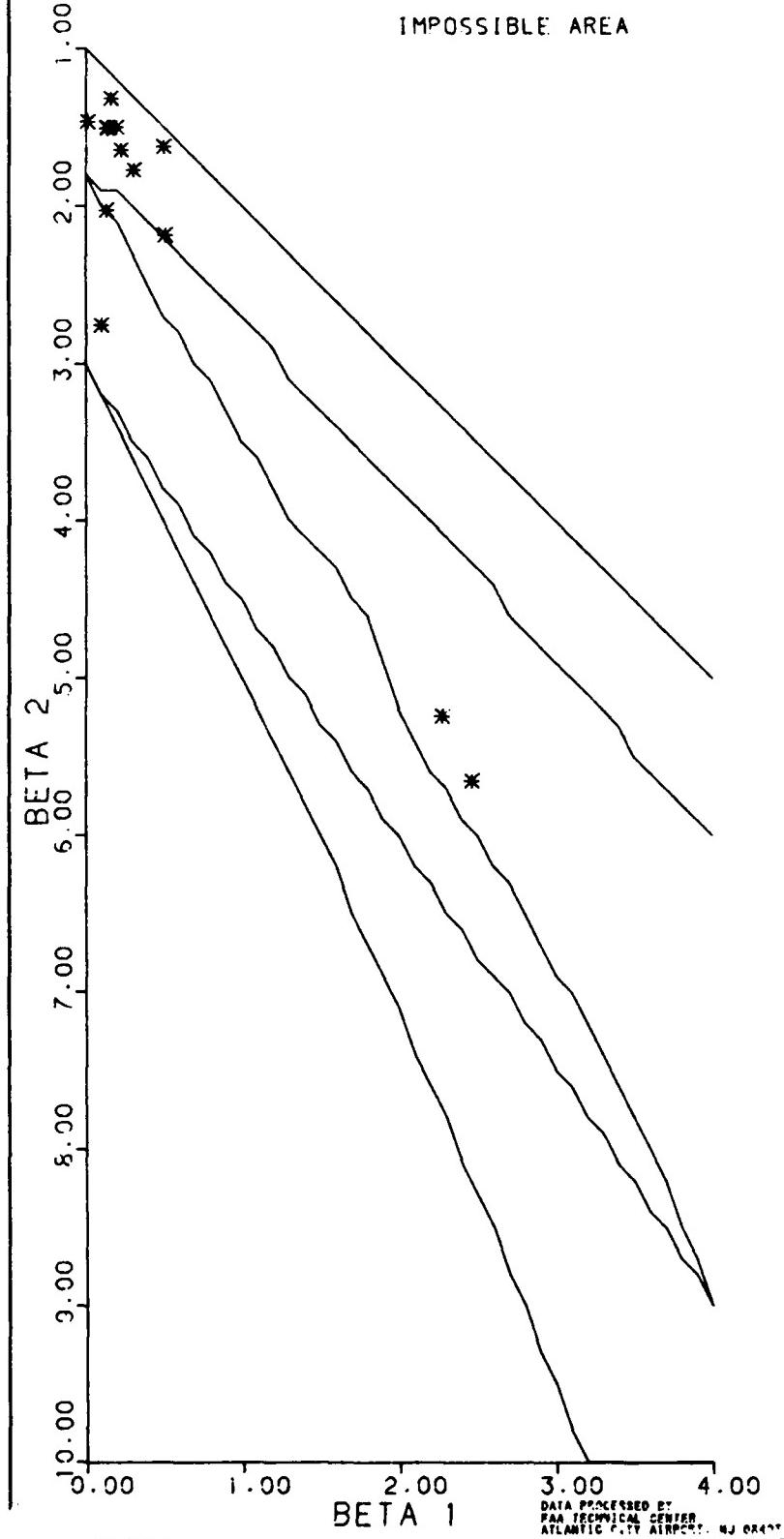
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7.125 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM)



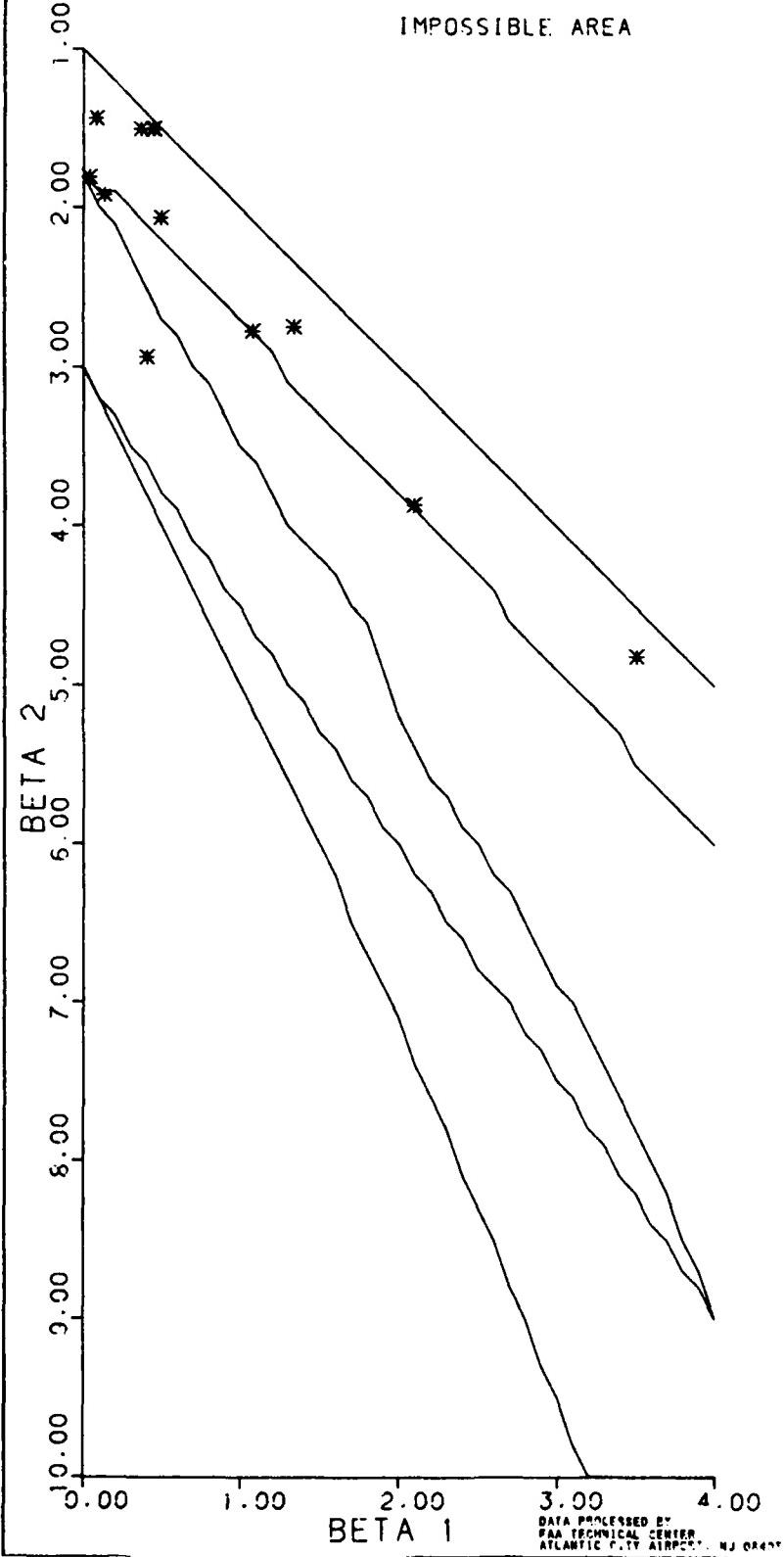
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7.125 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS)



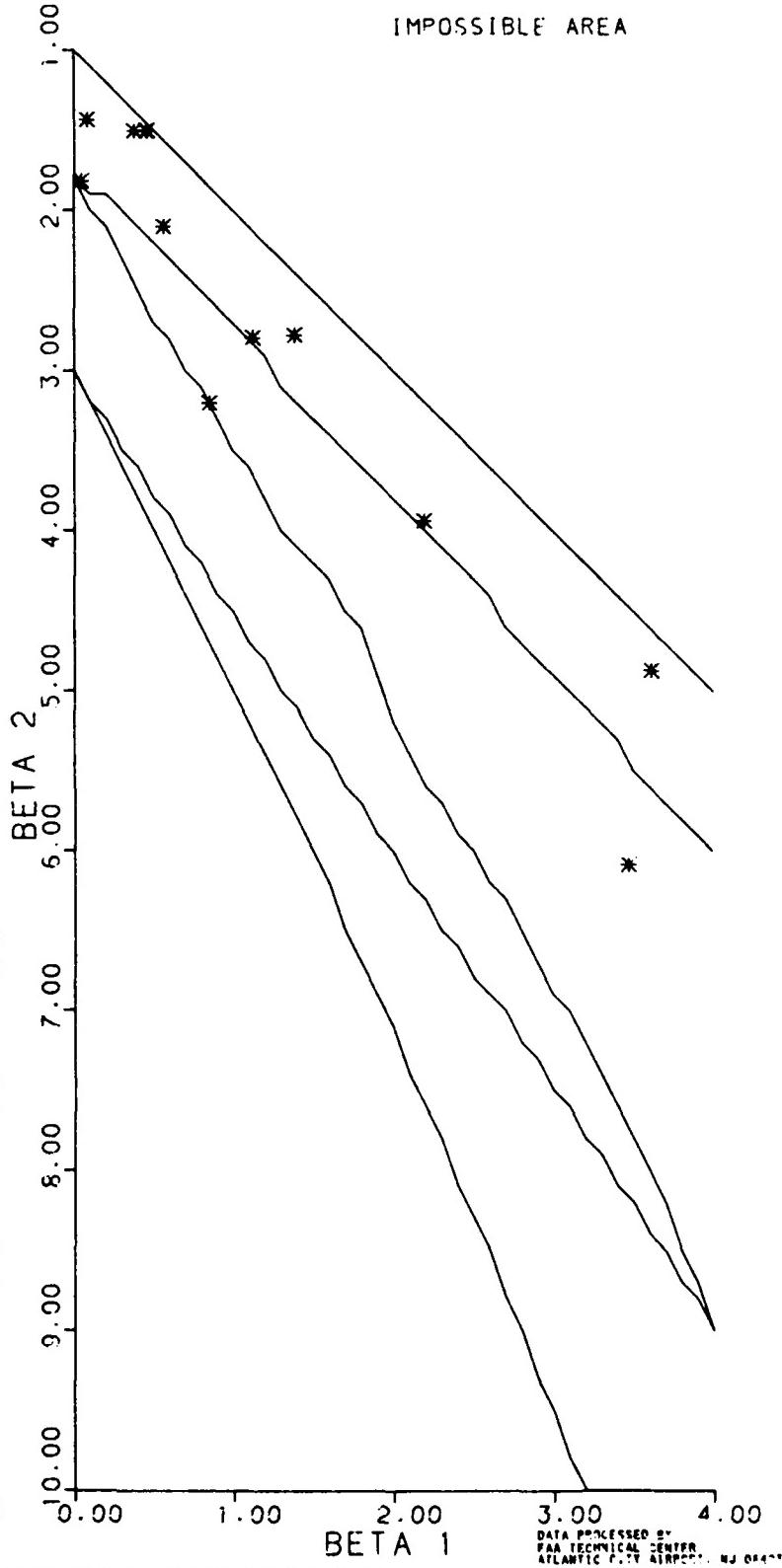
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ALONGPATH SPEED (KNOTS)



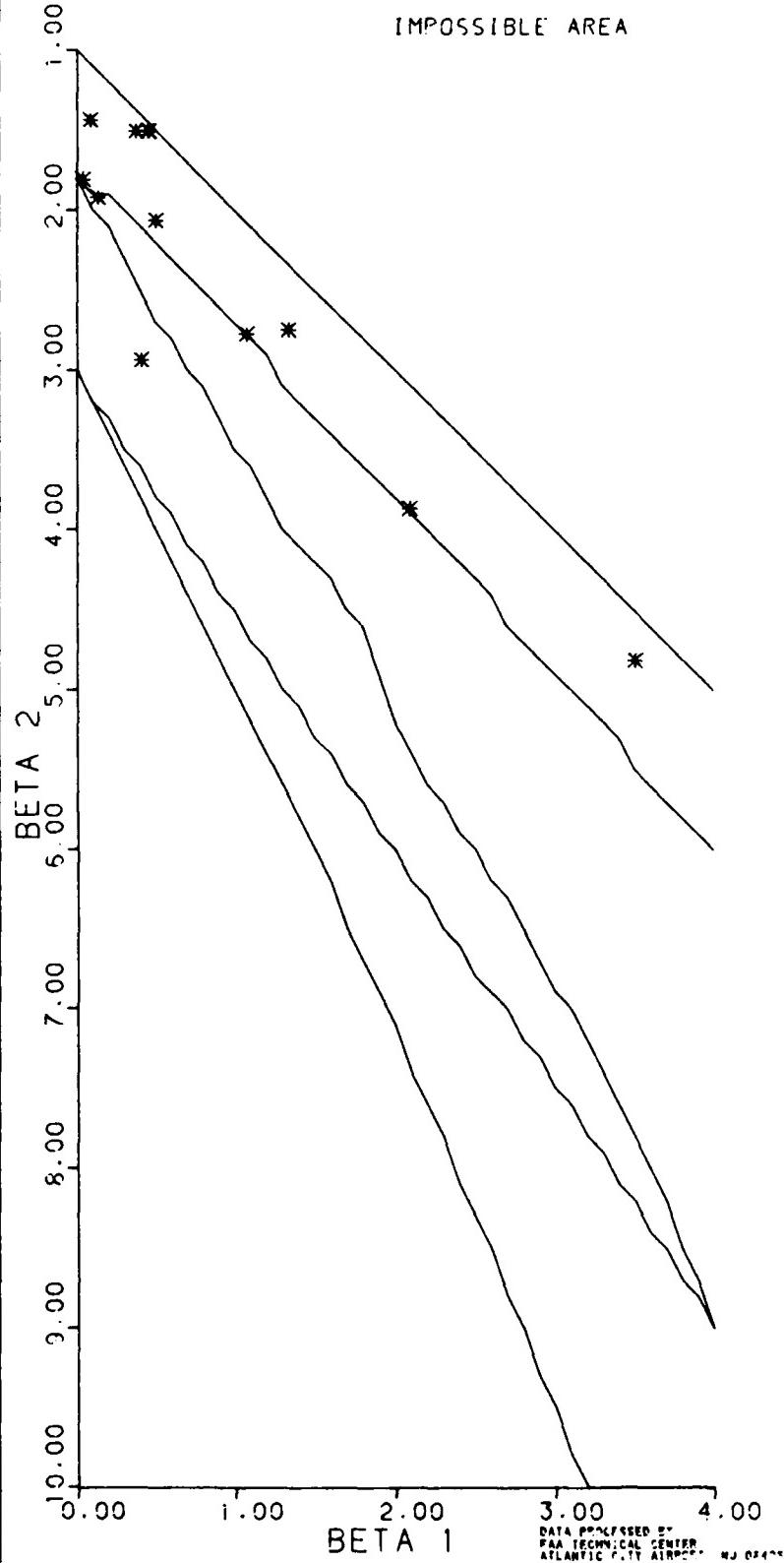
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7.125 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG)



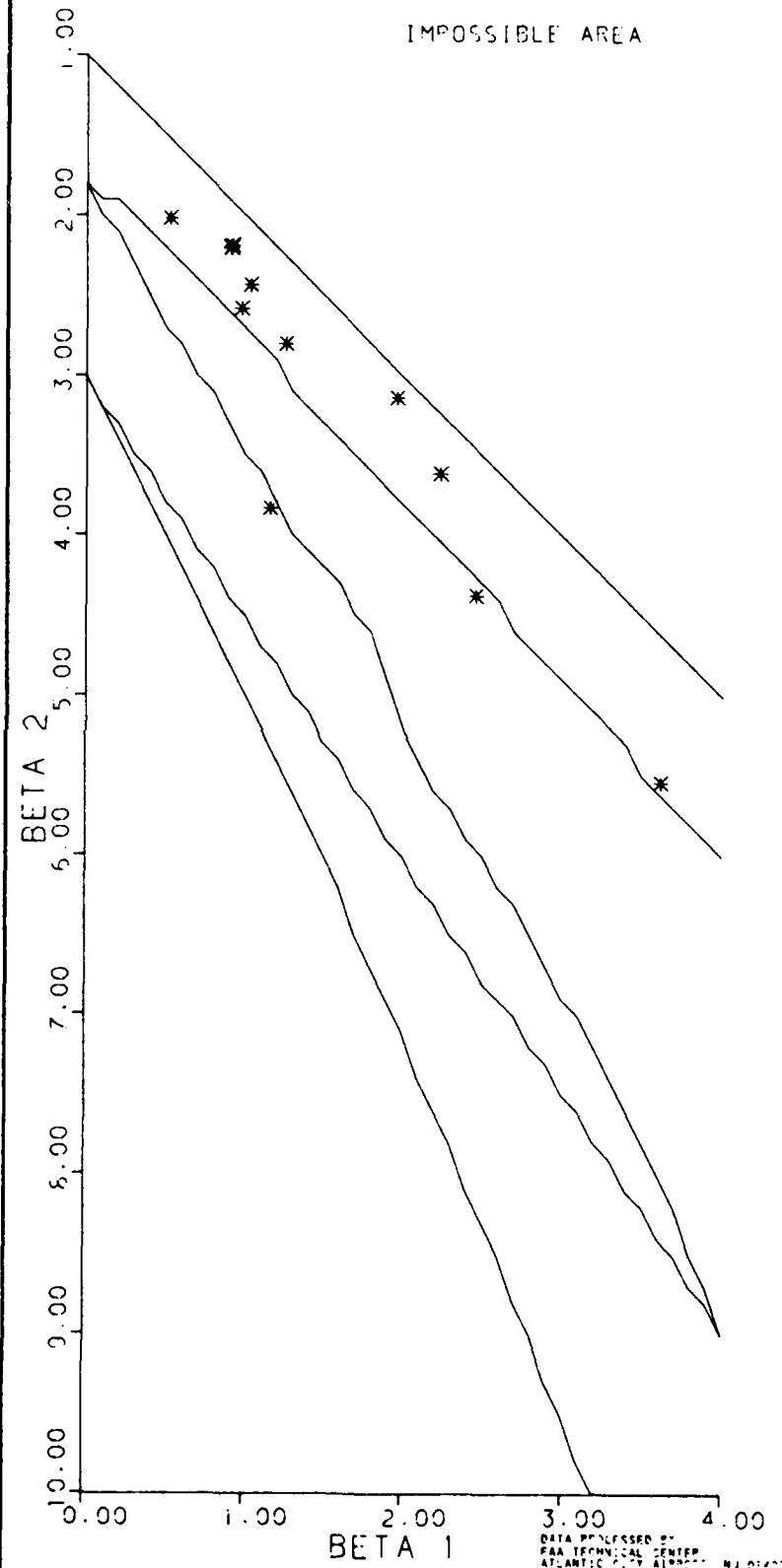
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ALTITUDE ERROR (FT)



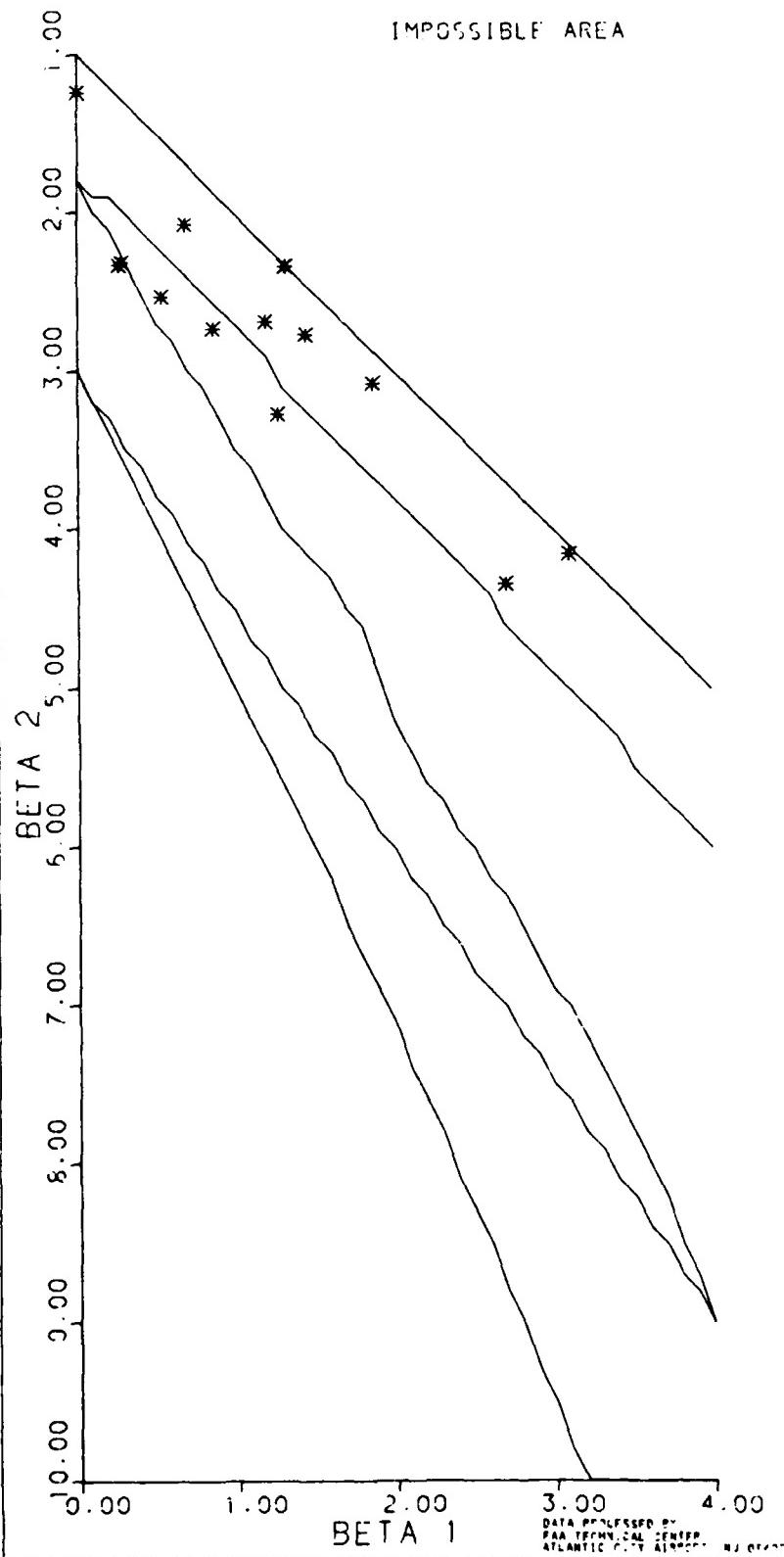
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ANGULAR POSITION (DEG)



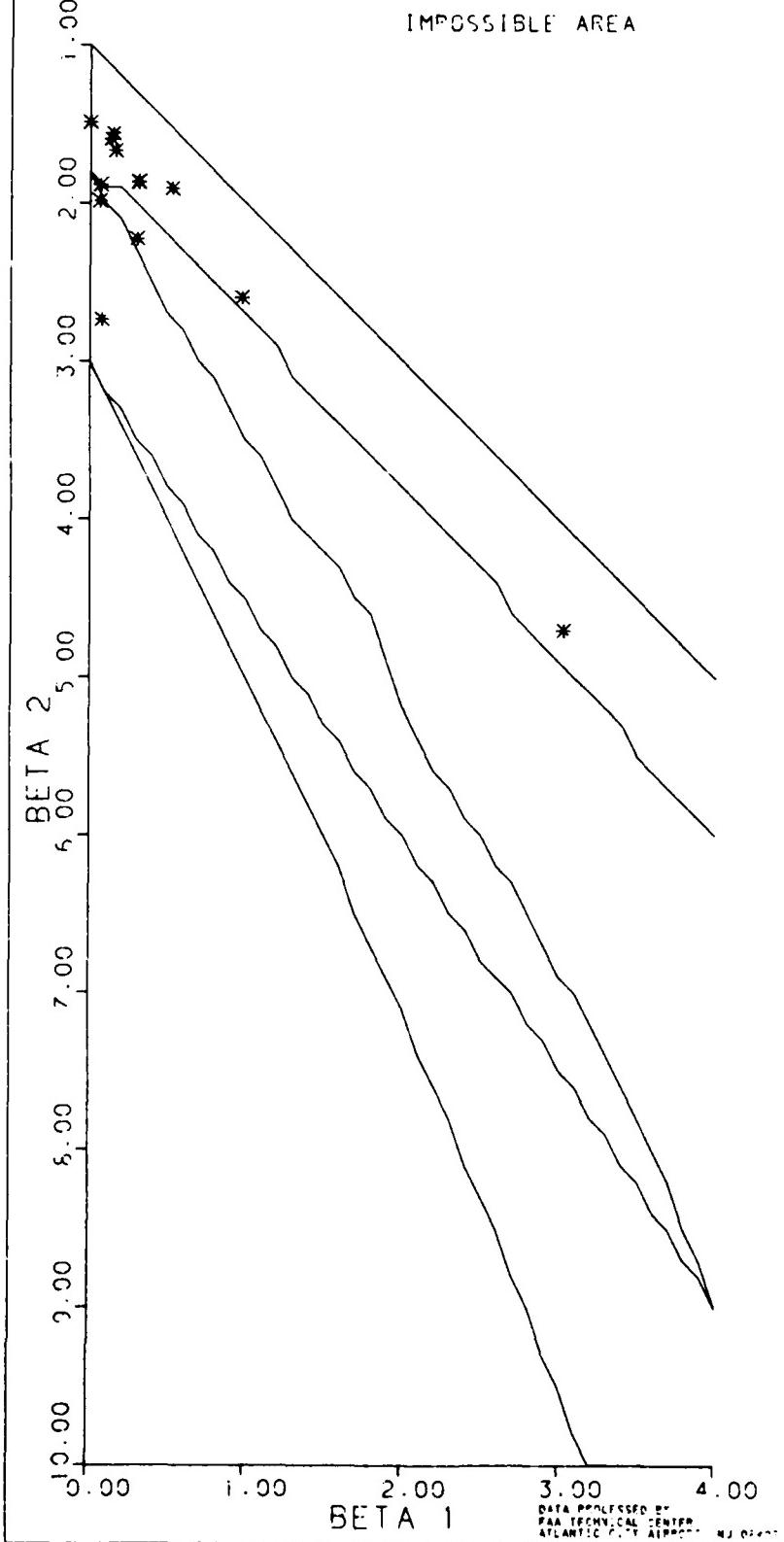
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10.00 DEGREE CURVED DEPARTURES  
CROSSTRACK POSITION (FT)



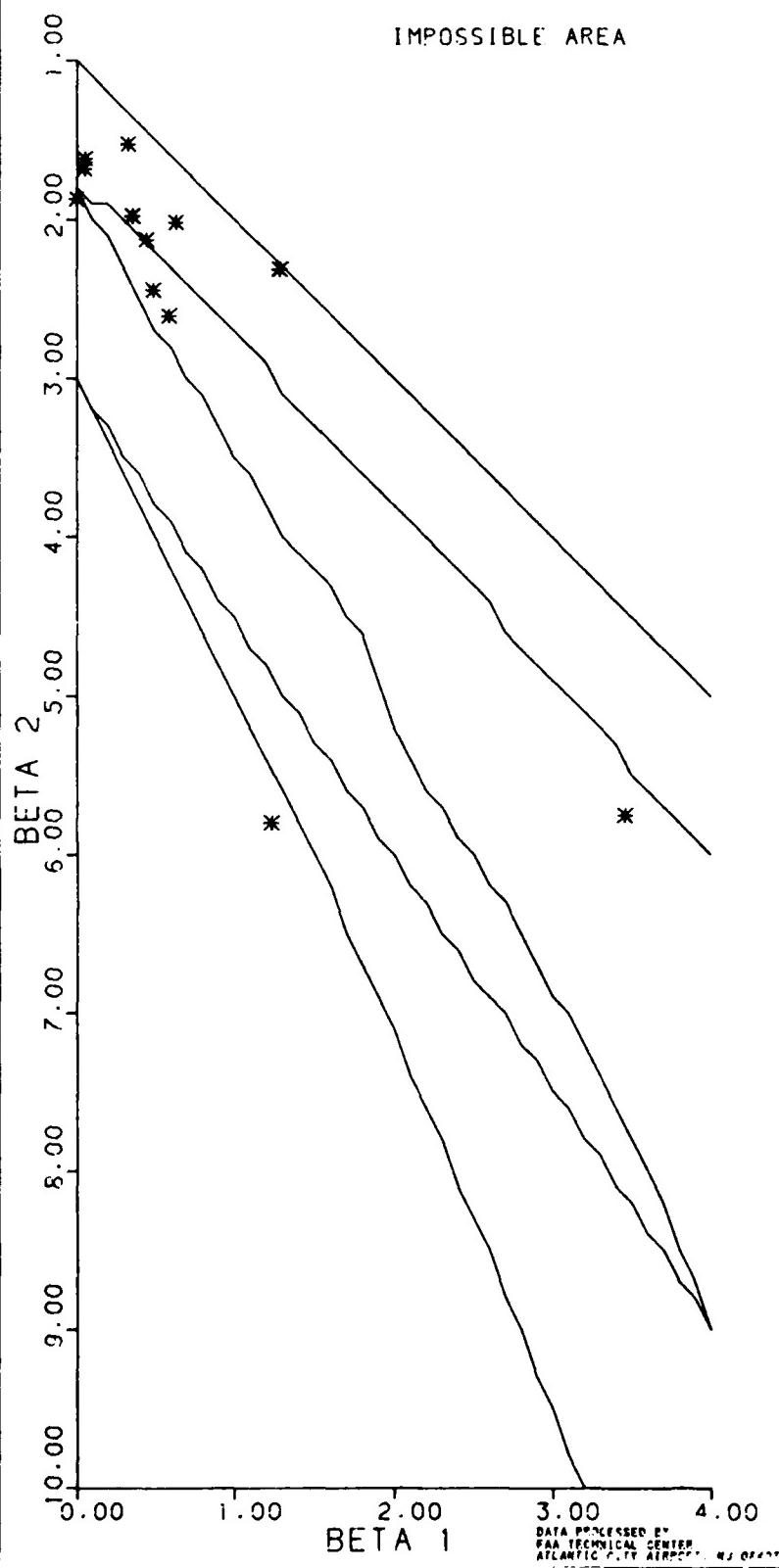
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10.00 DEGREE CURVED DEPARTURES  
ALTITUDE (FT)



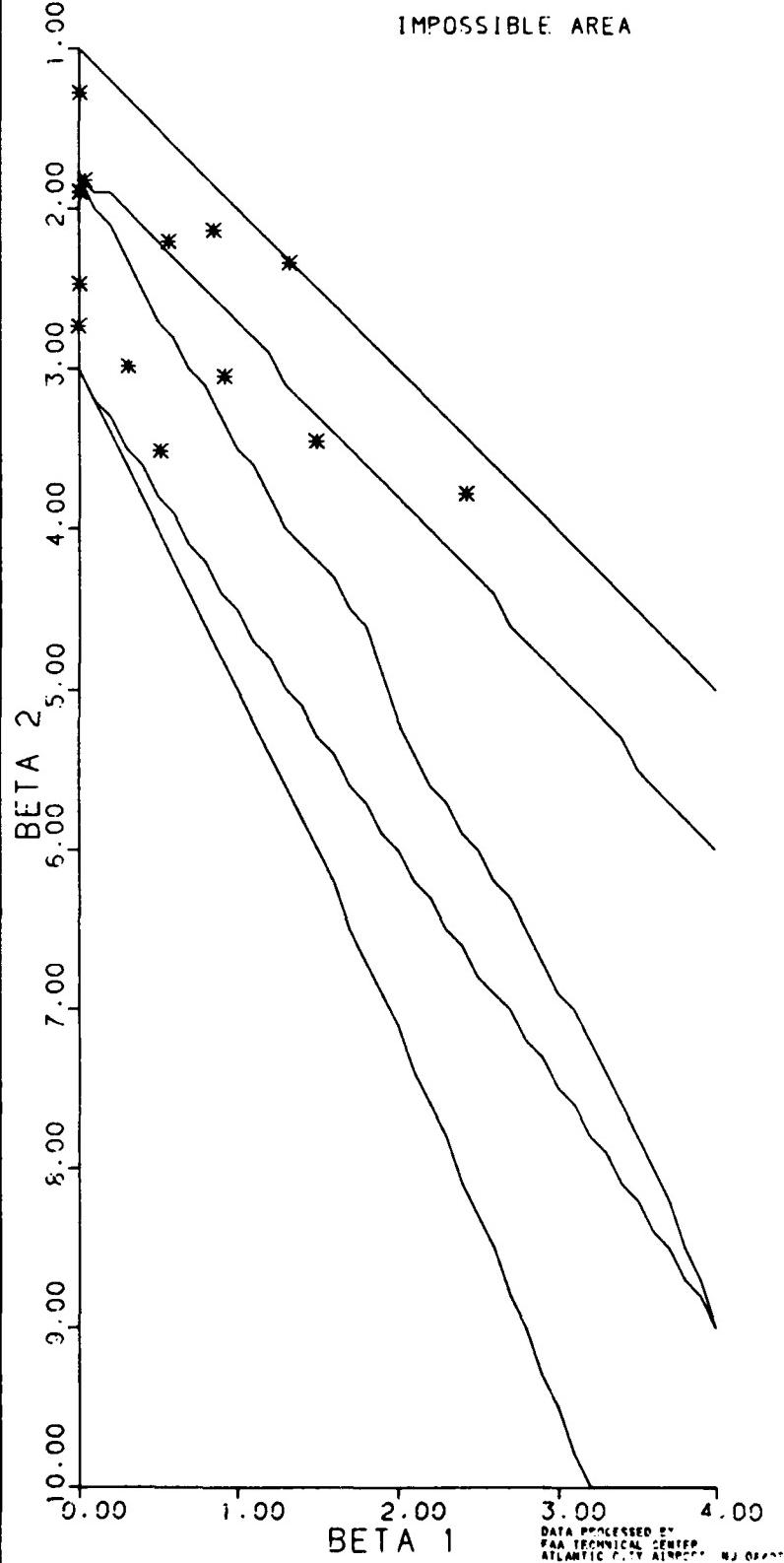
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CROSSTRACK VELOCITY (FPM)



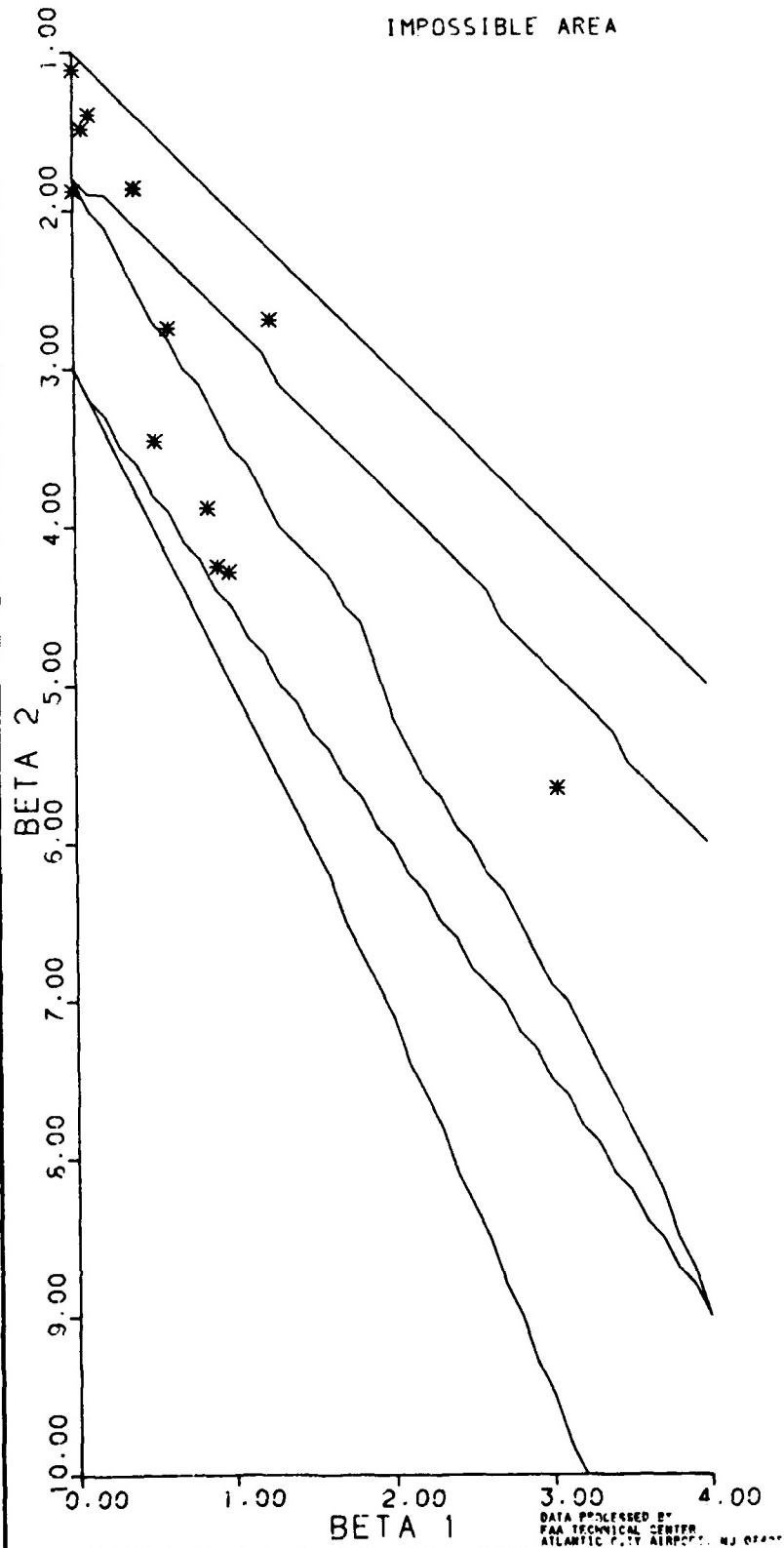
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ALONGTRACK VELOCITY (FPM)



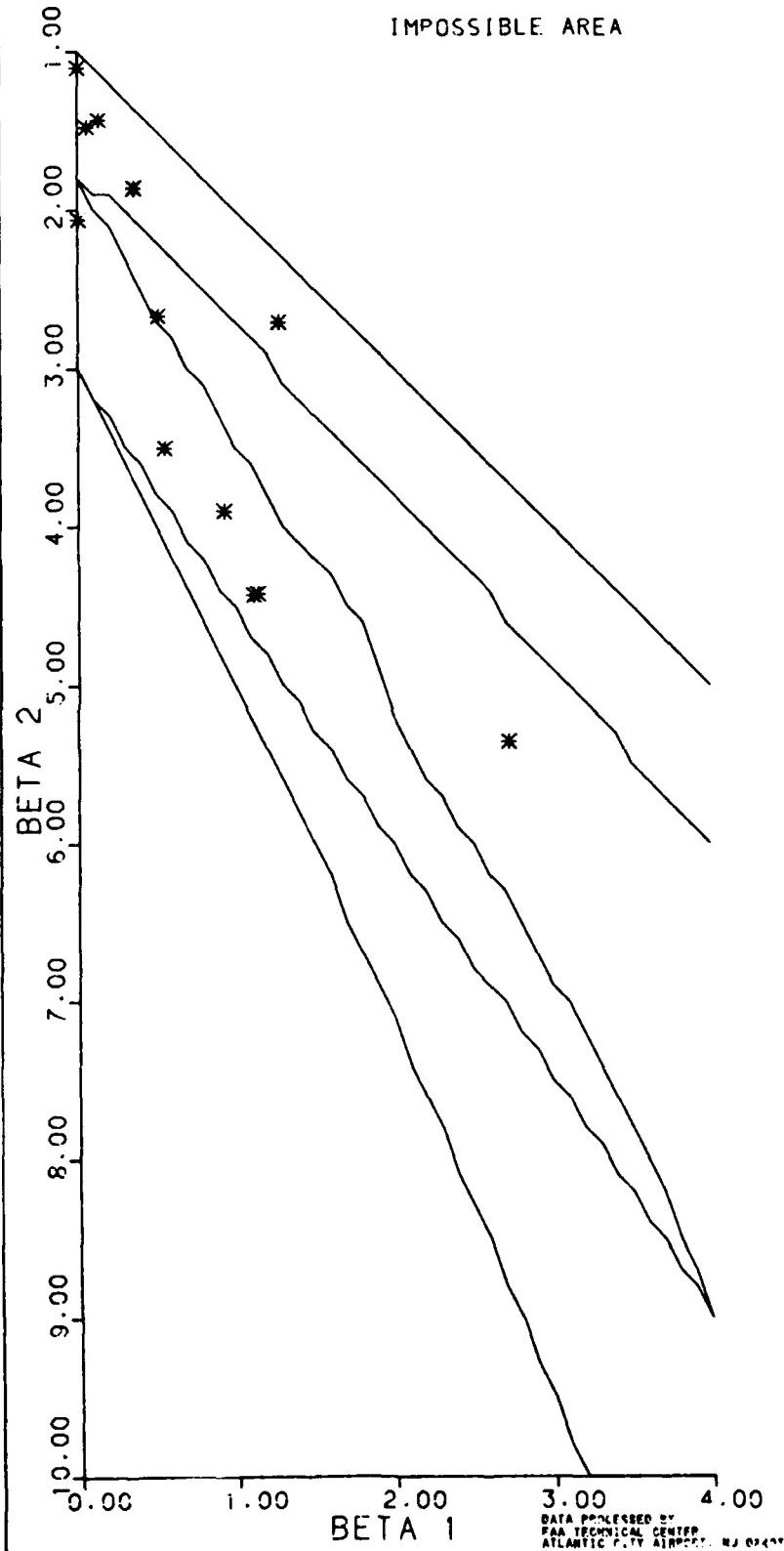
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VERTICAL VELOCITY (FPM)



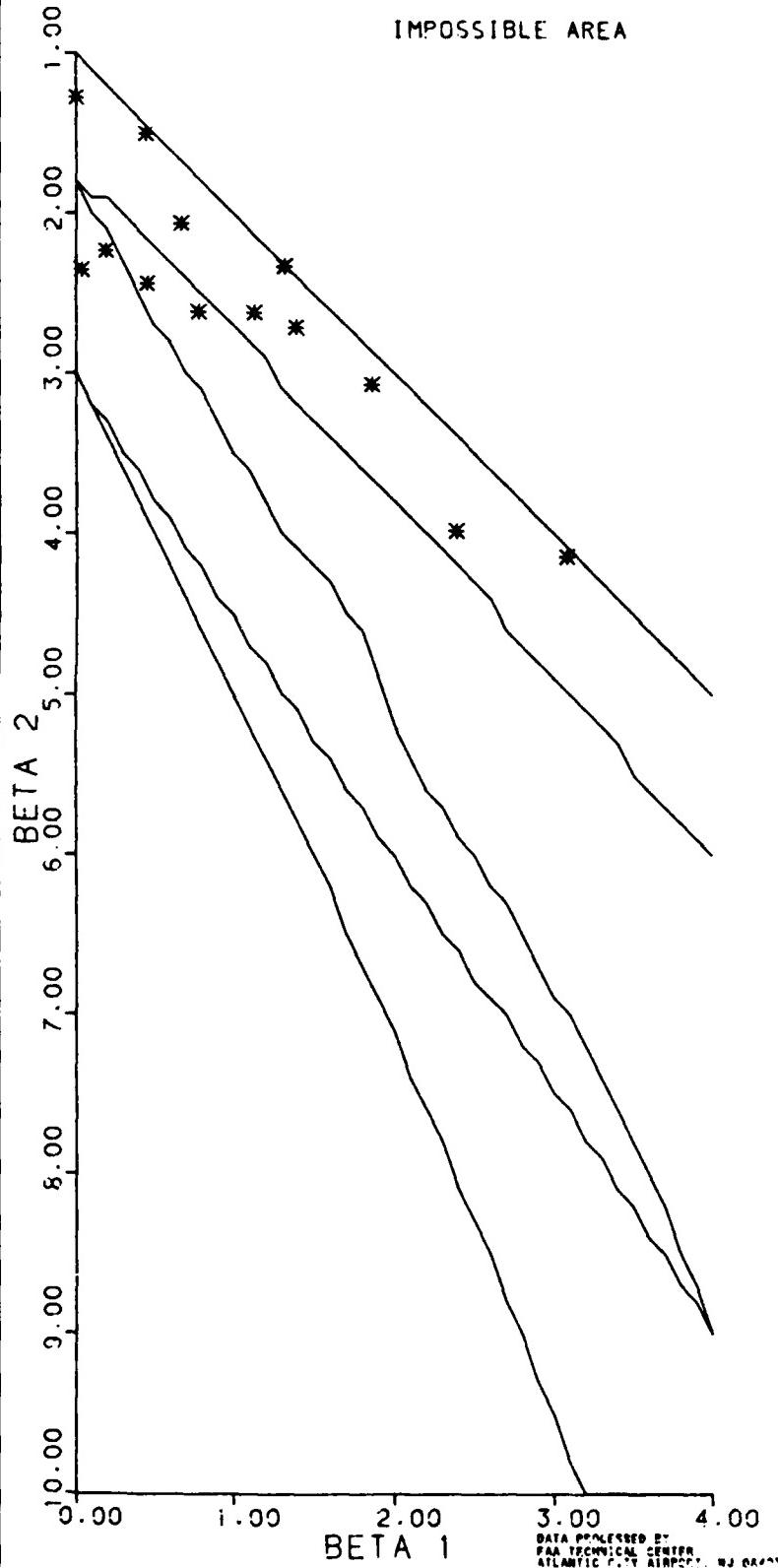
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GROUNDSPEED (KNOTS)



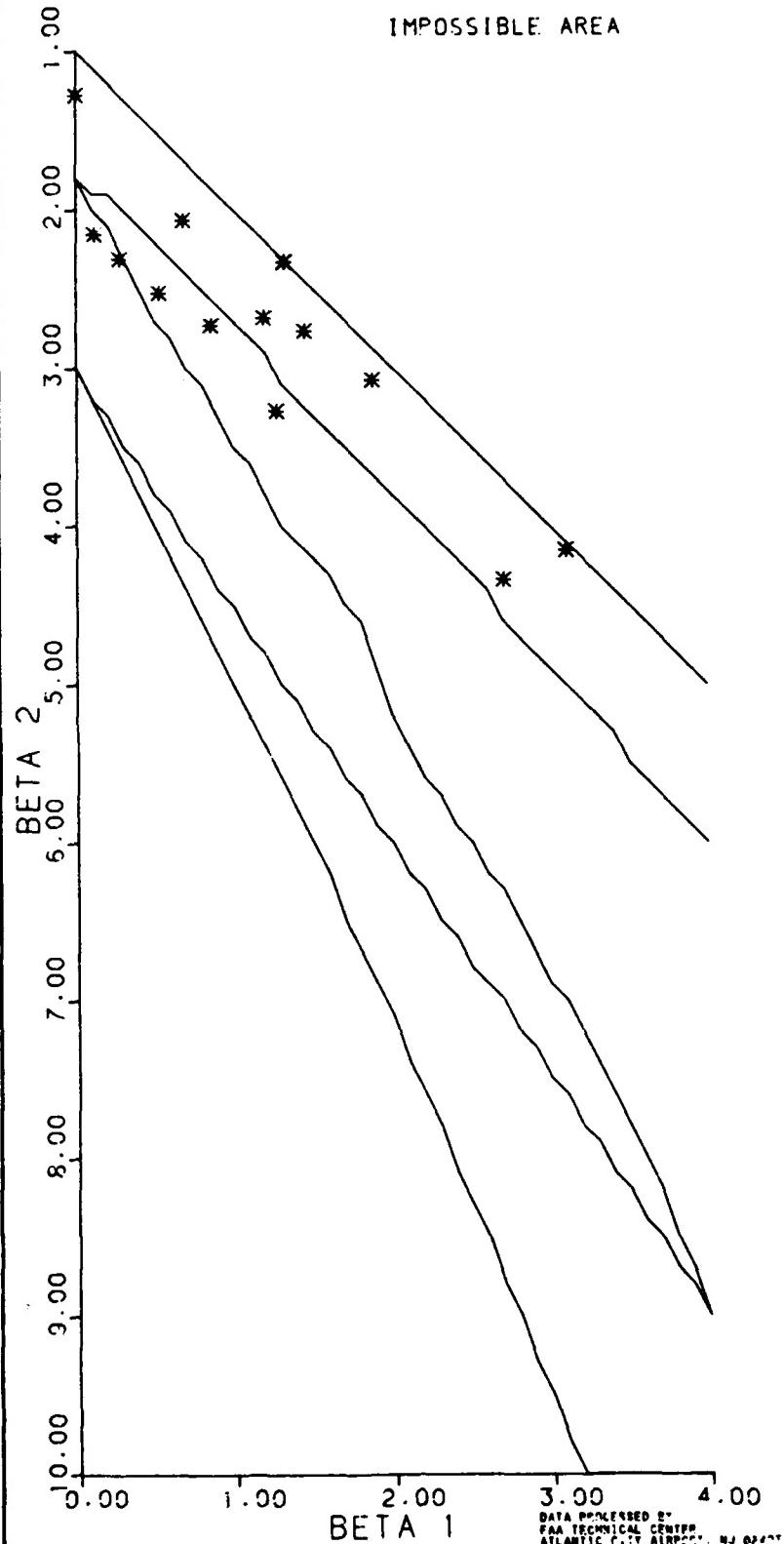
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ALONGPATH SPEED (KNOTS)



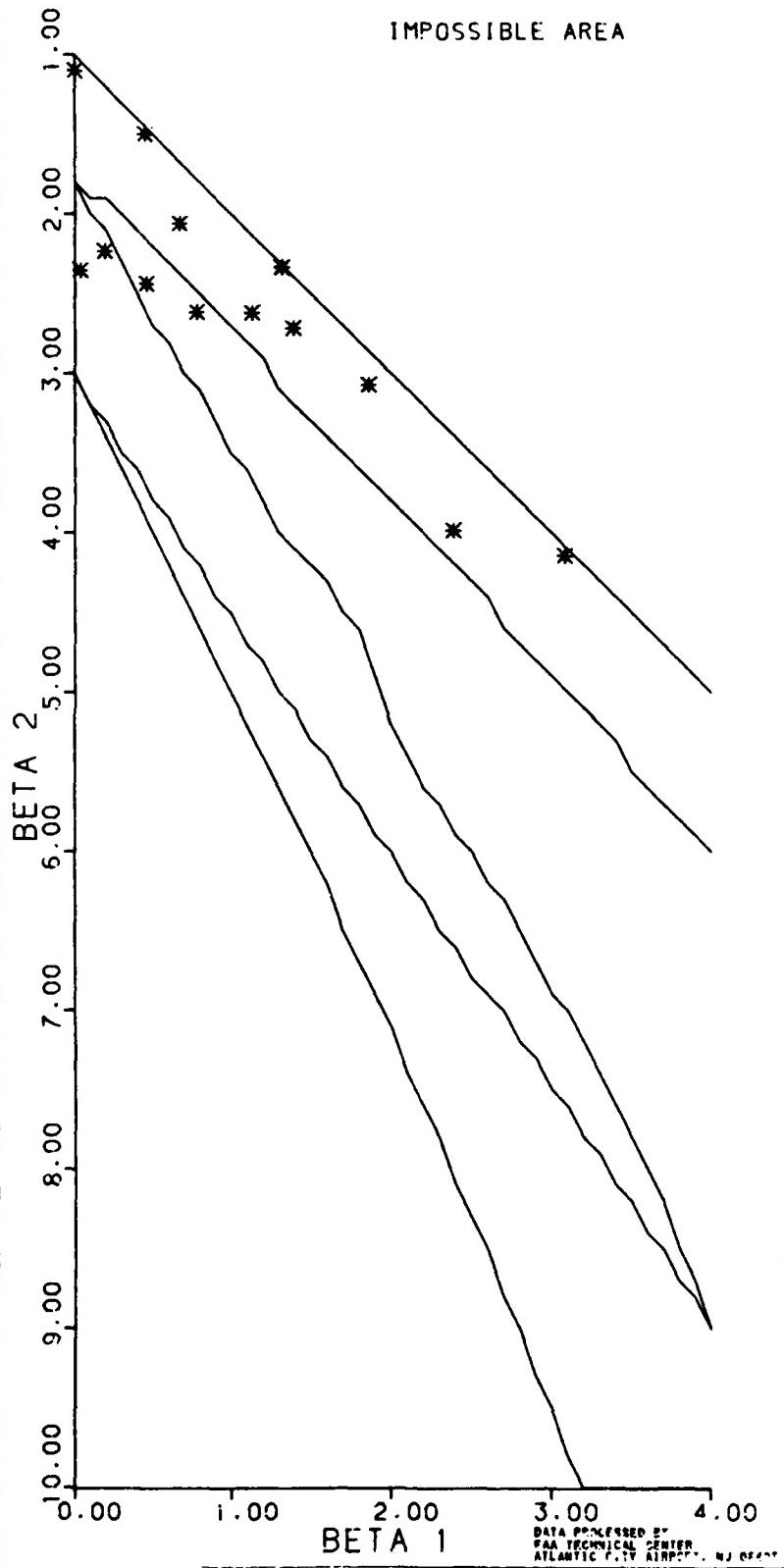
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10.00 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG)



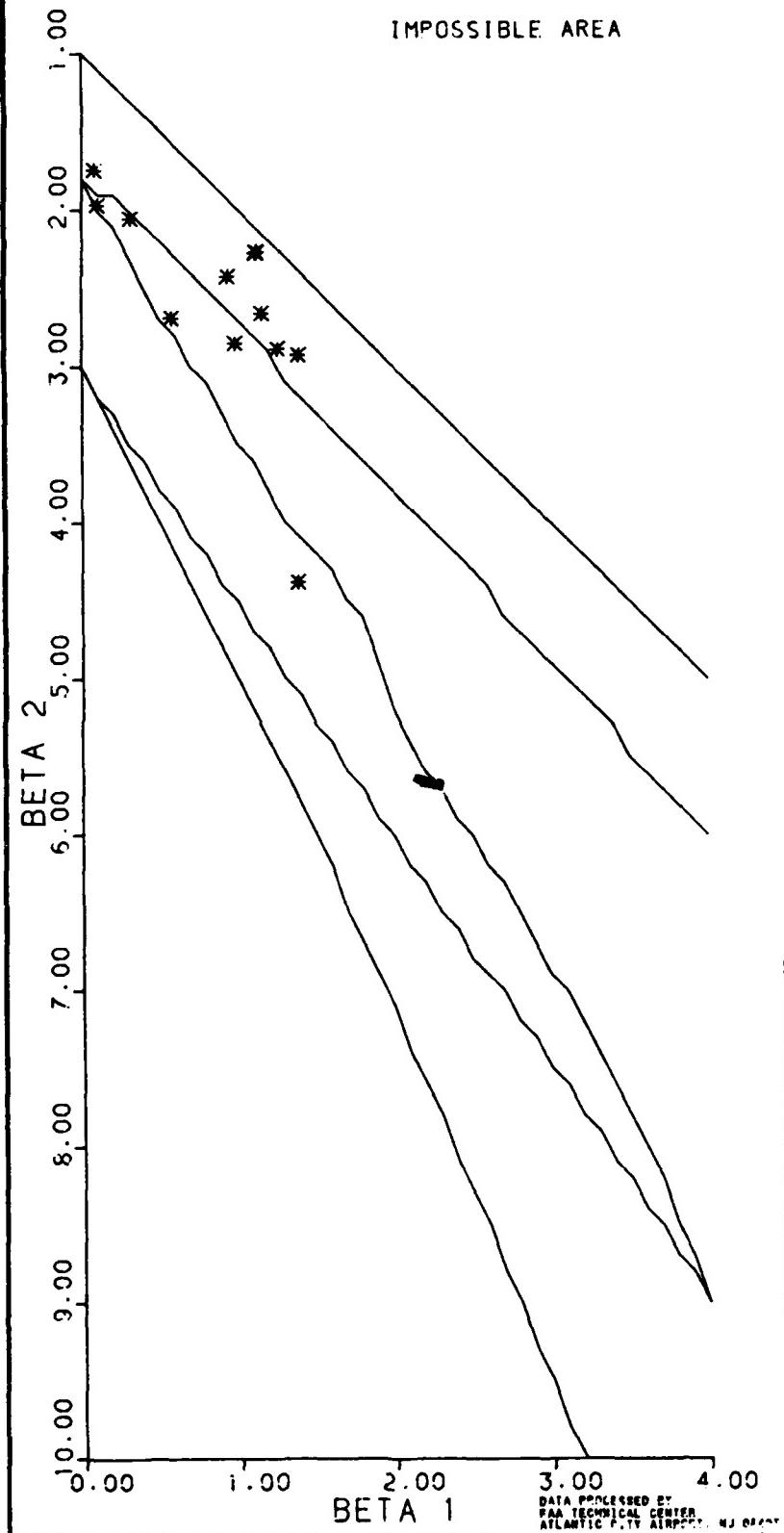
VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
10.00 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
10.00 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG)

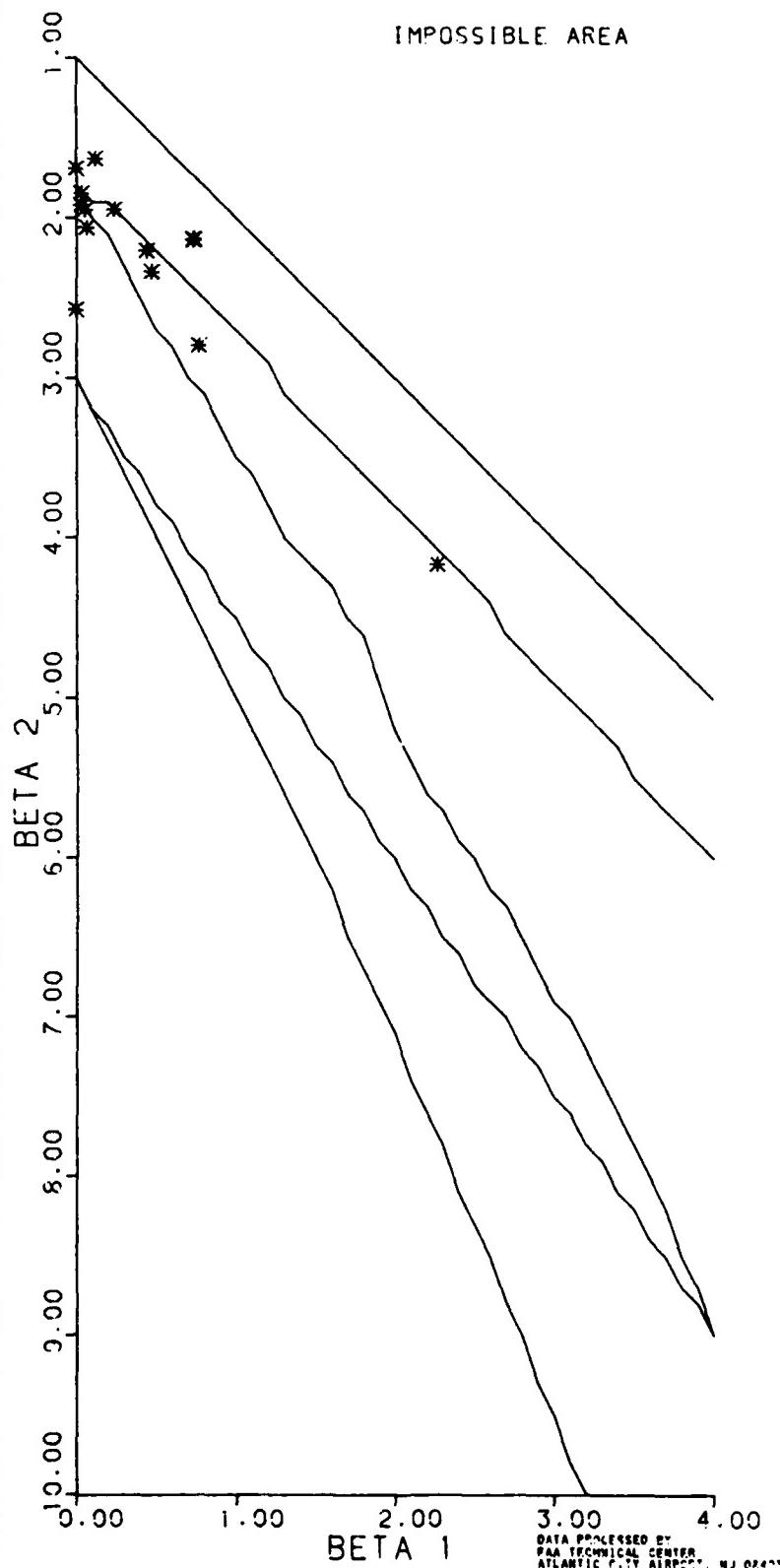


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CROSSTRACK POSITION (FT)



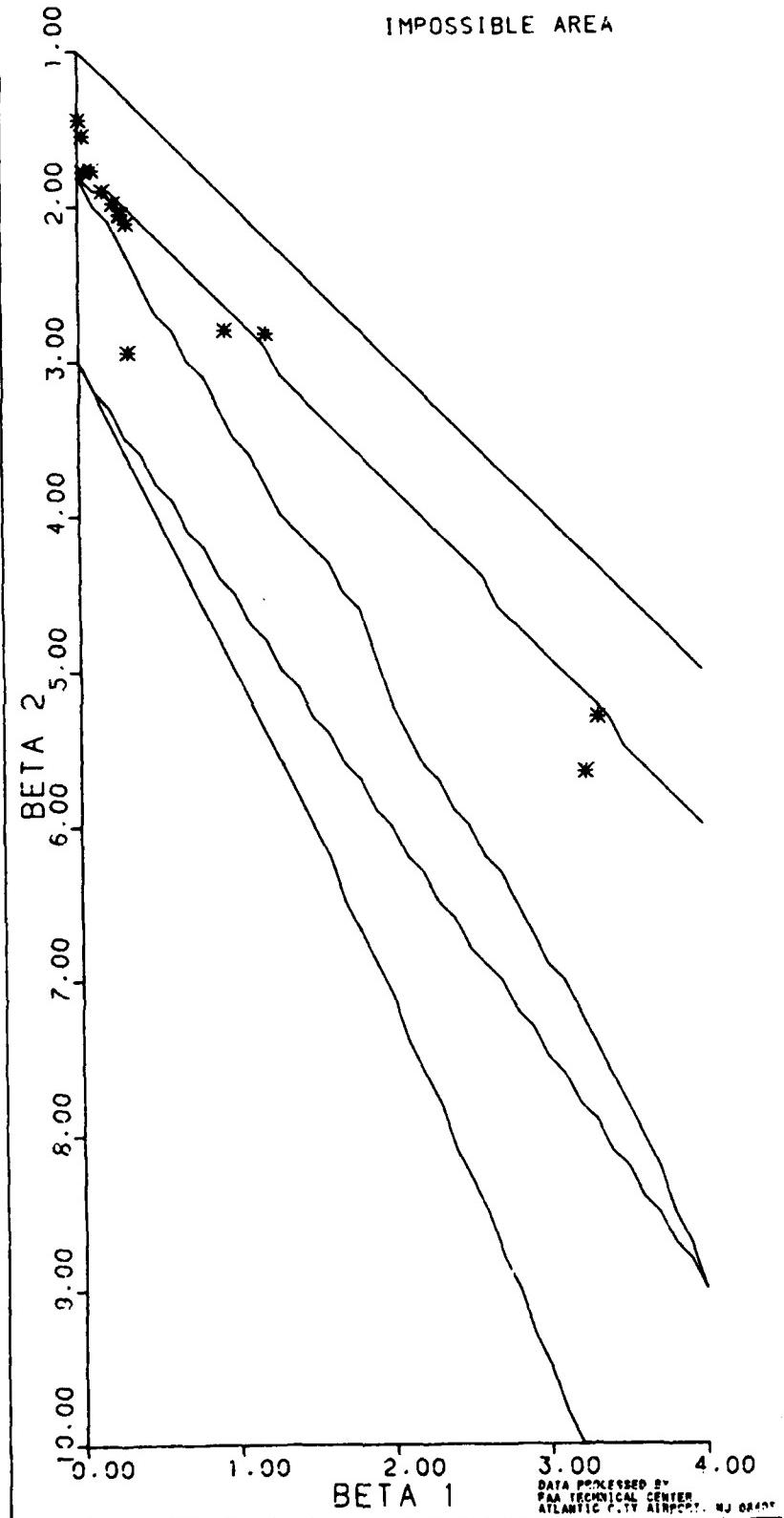
A-111

VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
12.00 DEGREE CURVED DEPARTURES  
ALTITUDE (FT)

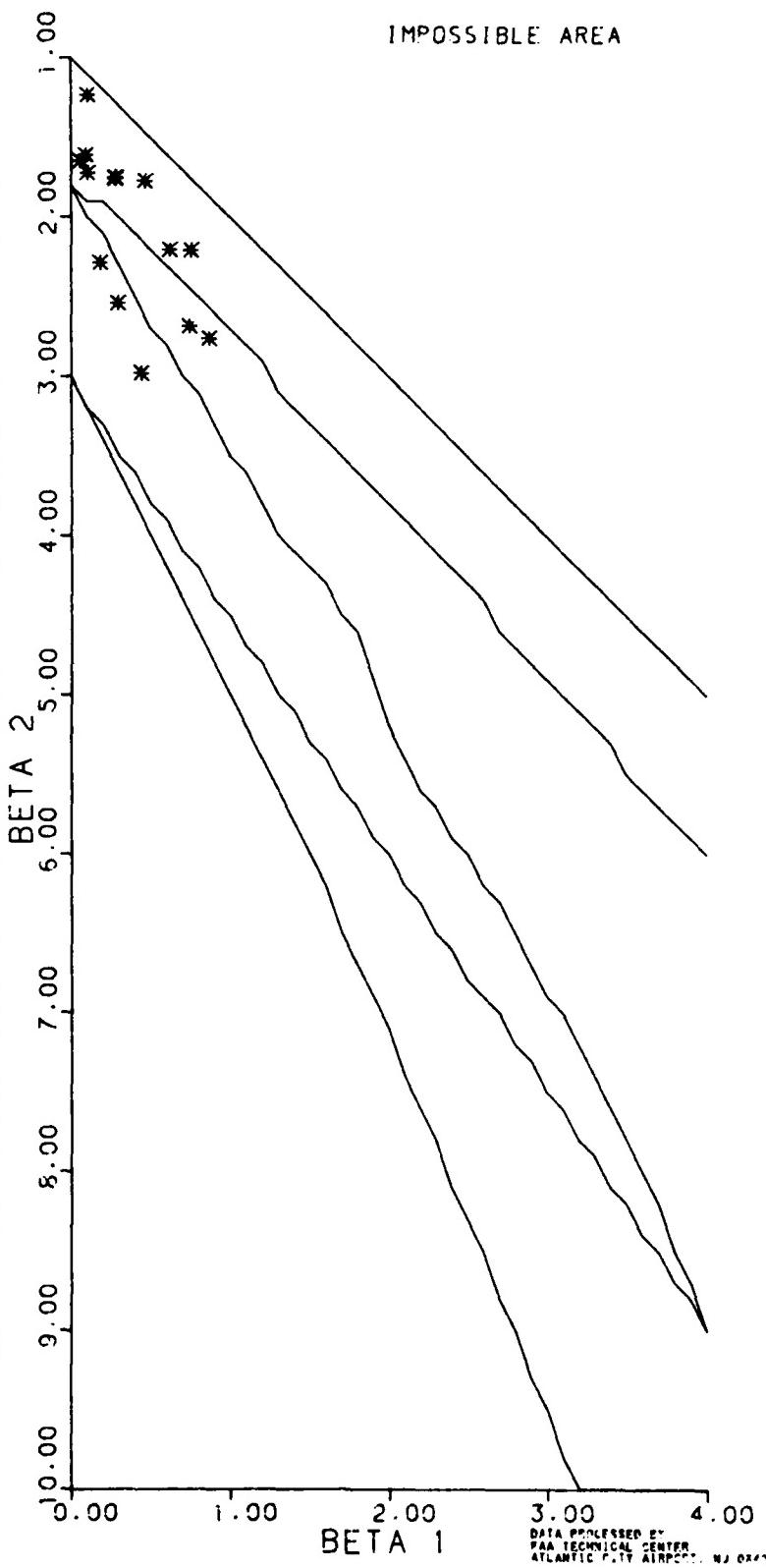


A-112

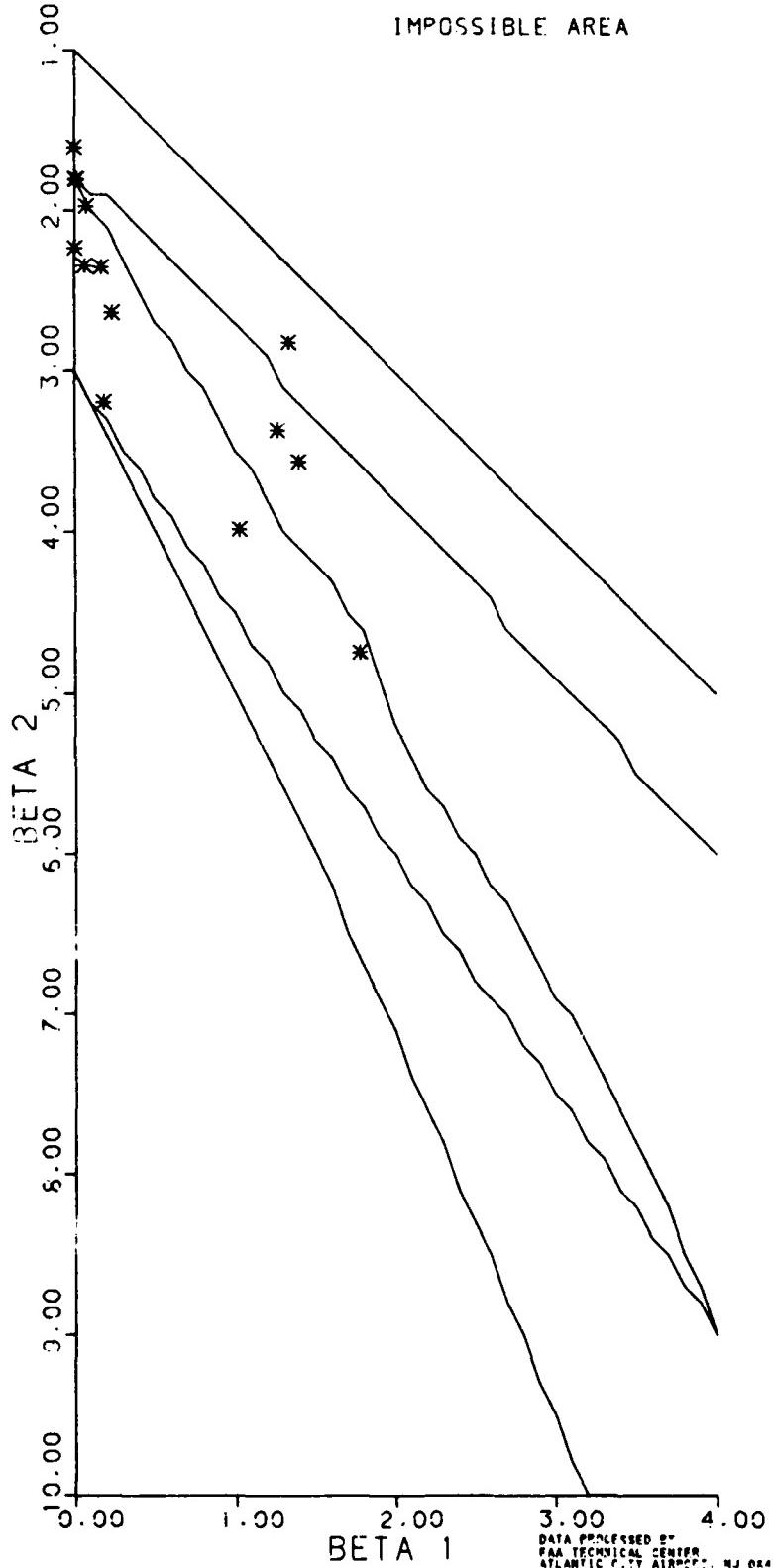
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12.00 DEGREE CURVED DEPARTURES  
CROSSTRAK VELOCITY (FPM)



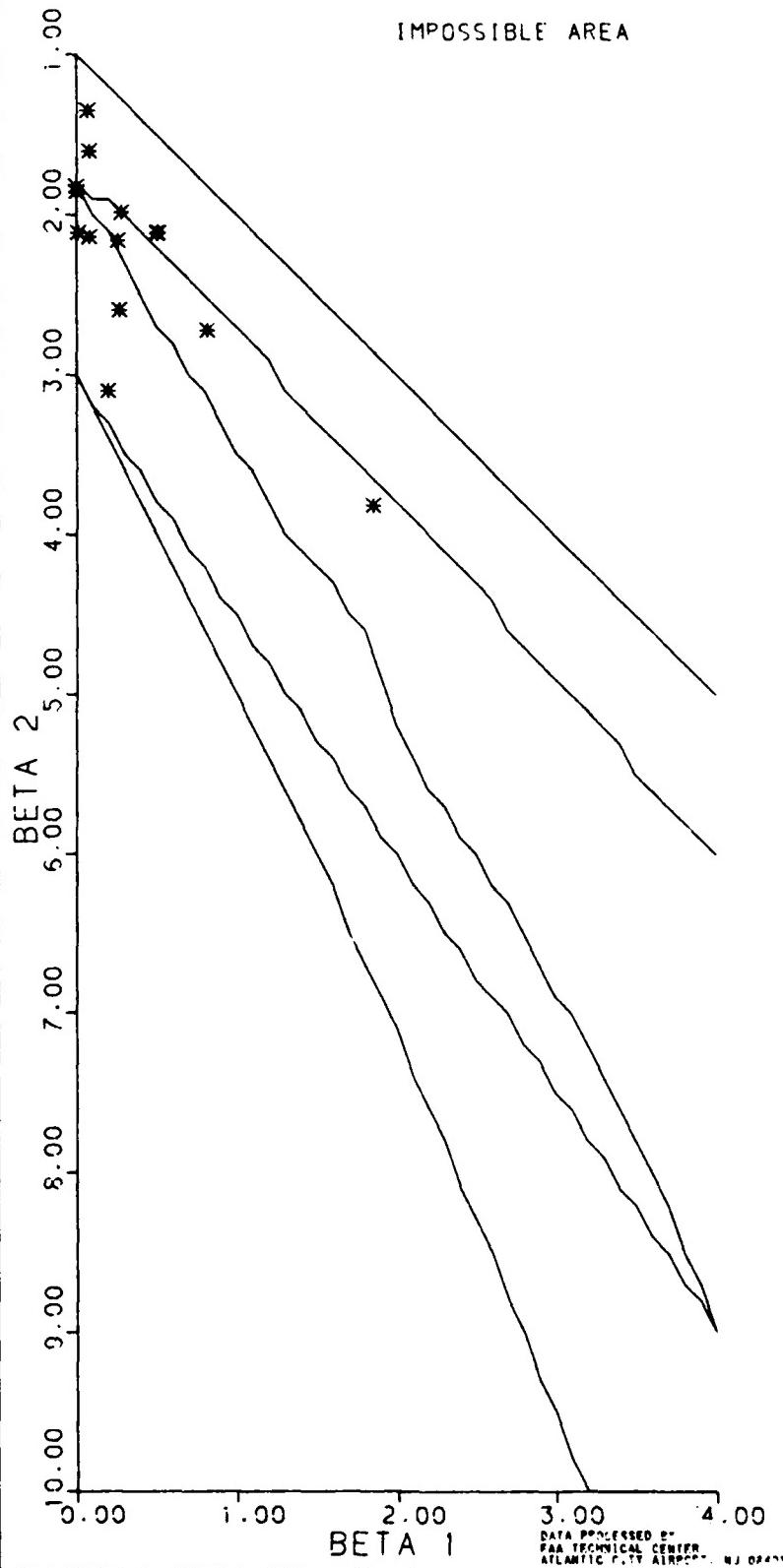
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12.00 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM)



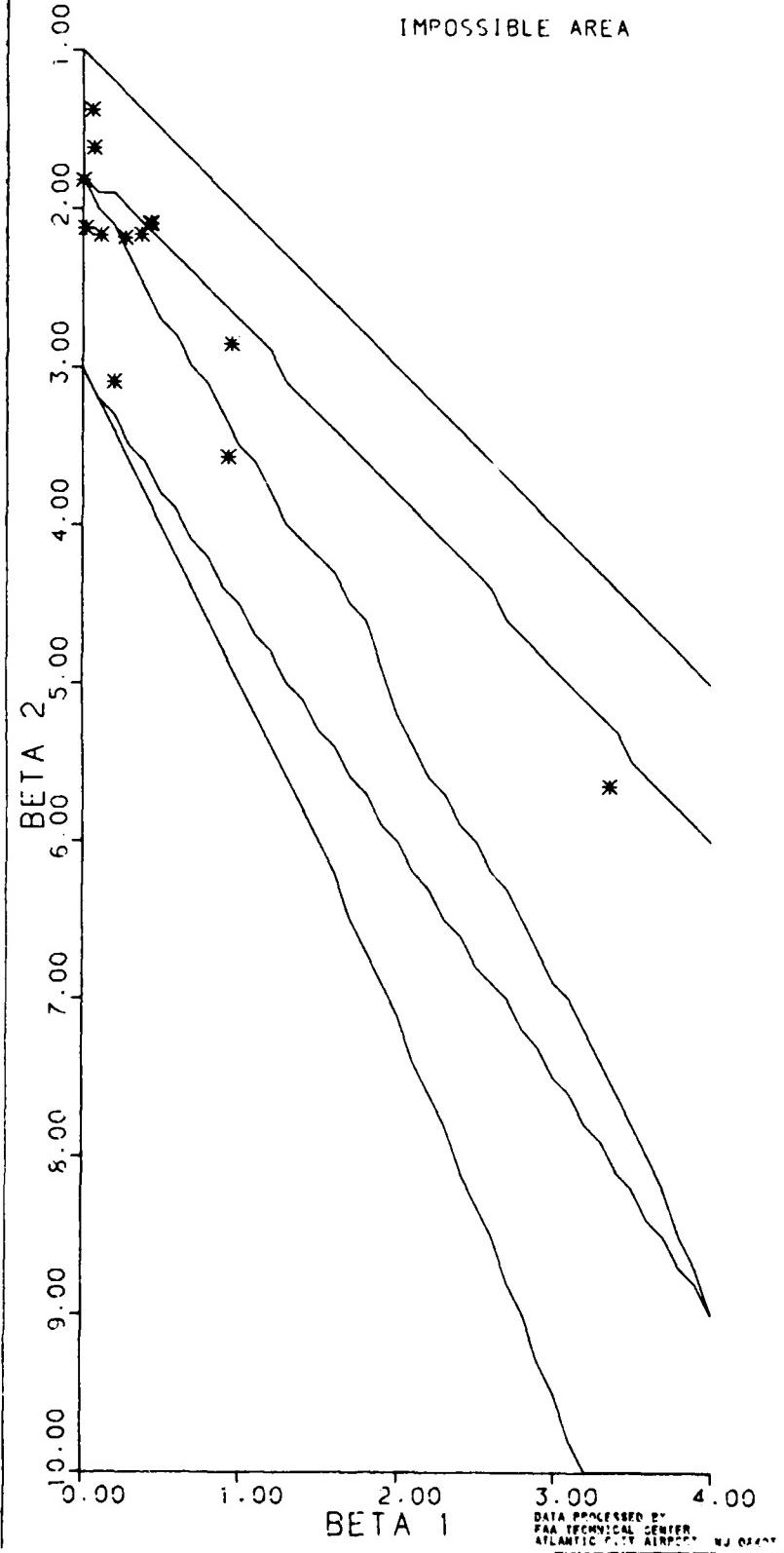
VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
12.00 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM)



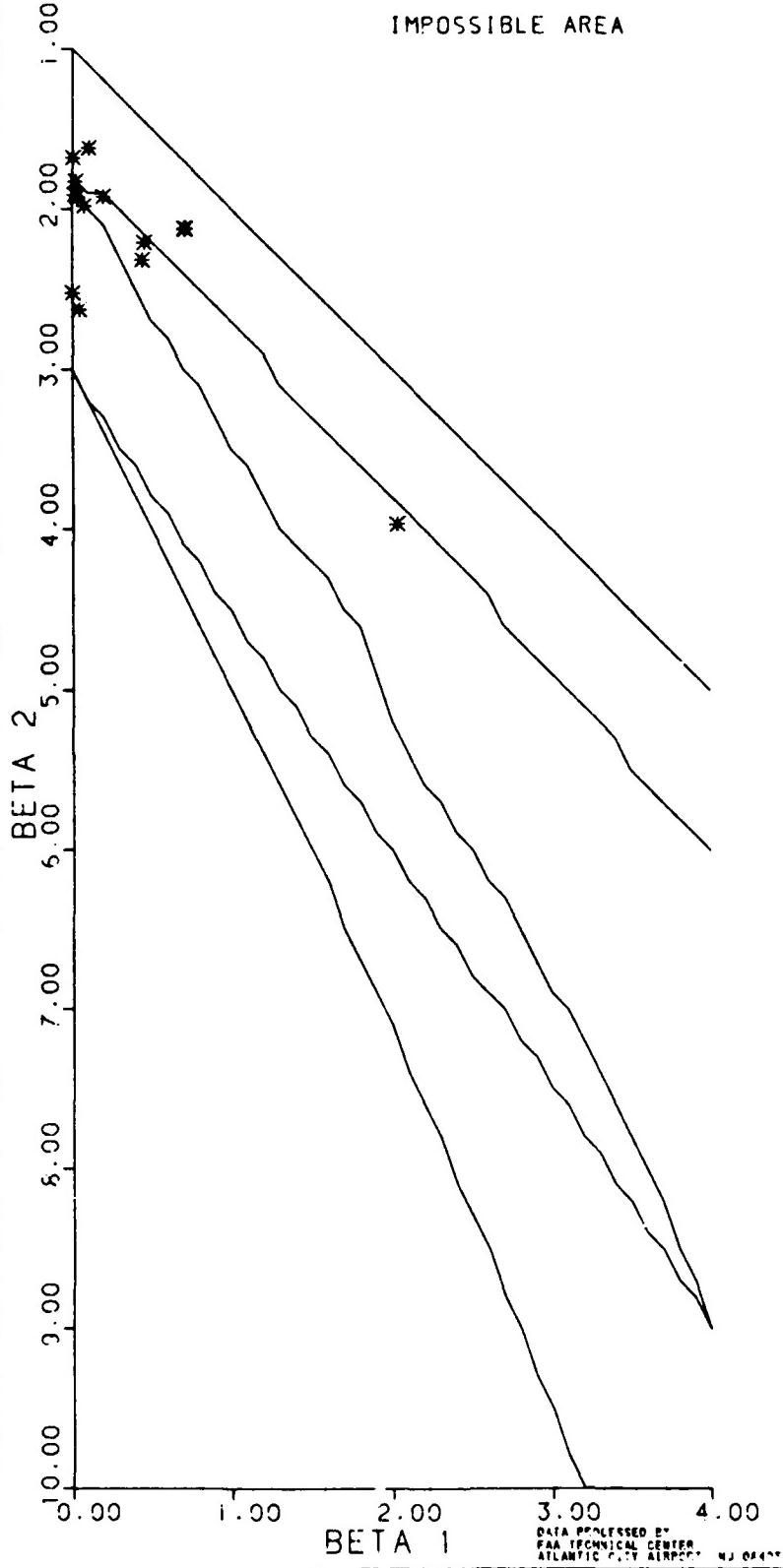
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GROUNDSPEED (KNOTS)



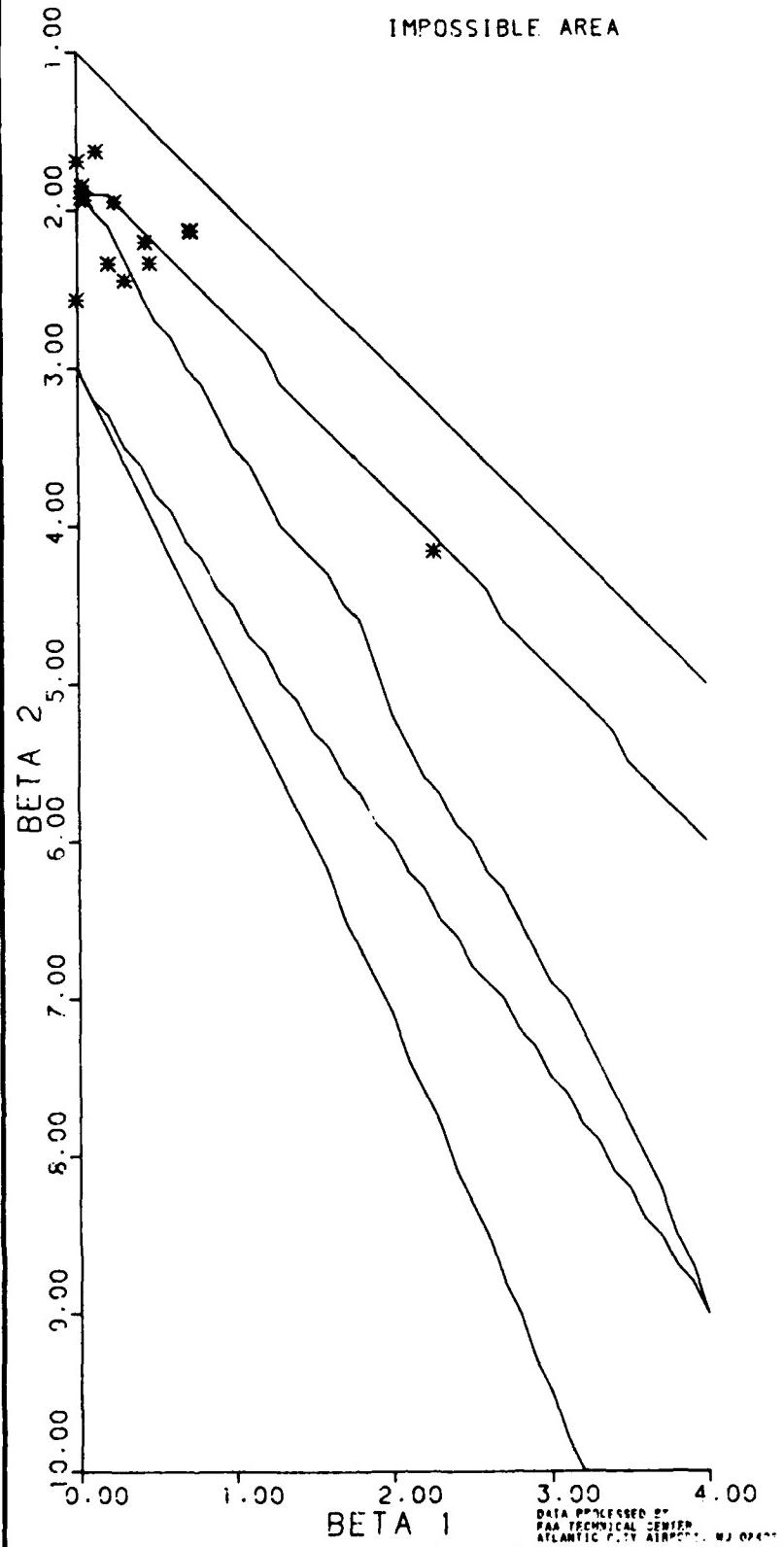
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ALONGPATH SPEED (KNOTS)



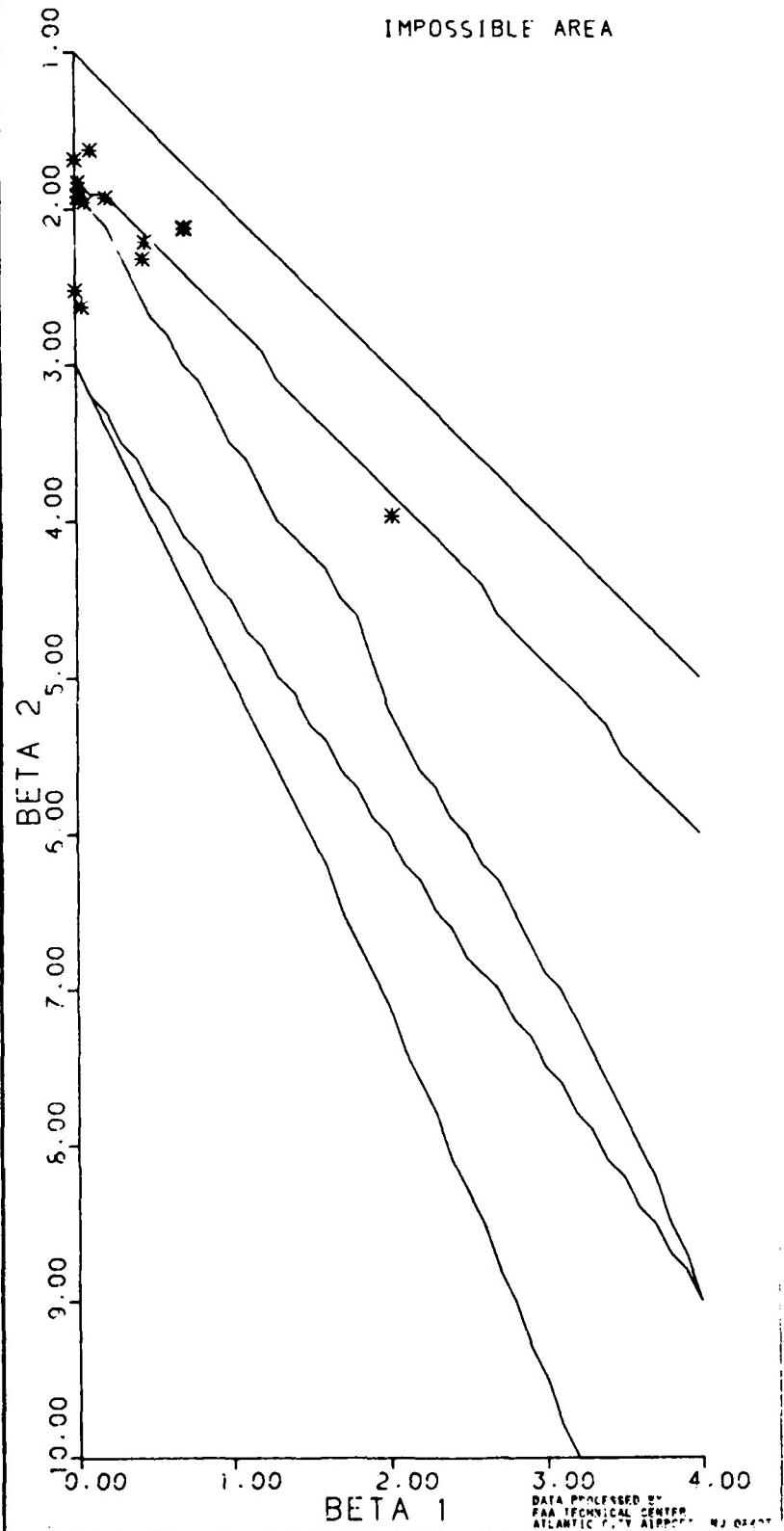
VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
12.00 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG)



VMC DISTRIBUTION ANALYSIS -- UHI ONLY  
12.00 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- UH1 ONLY  
12.00 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG)



APPENDIX B

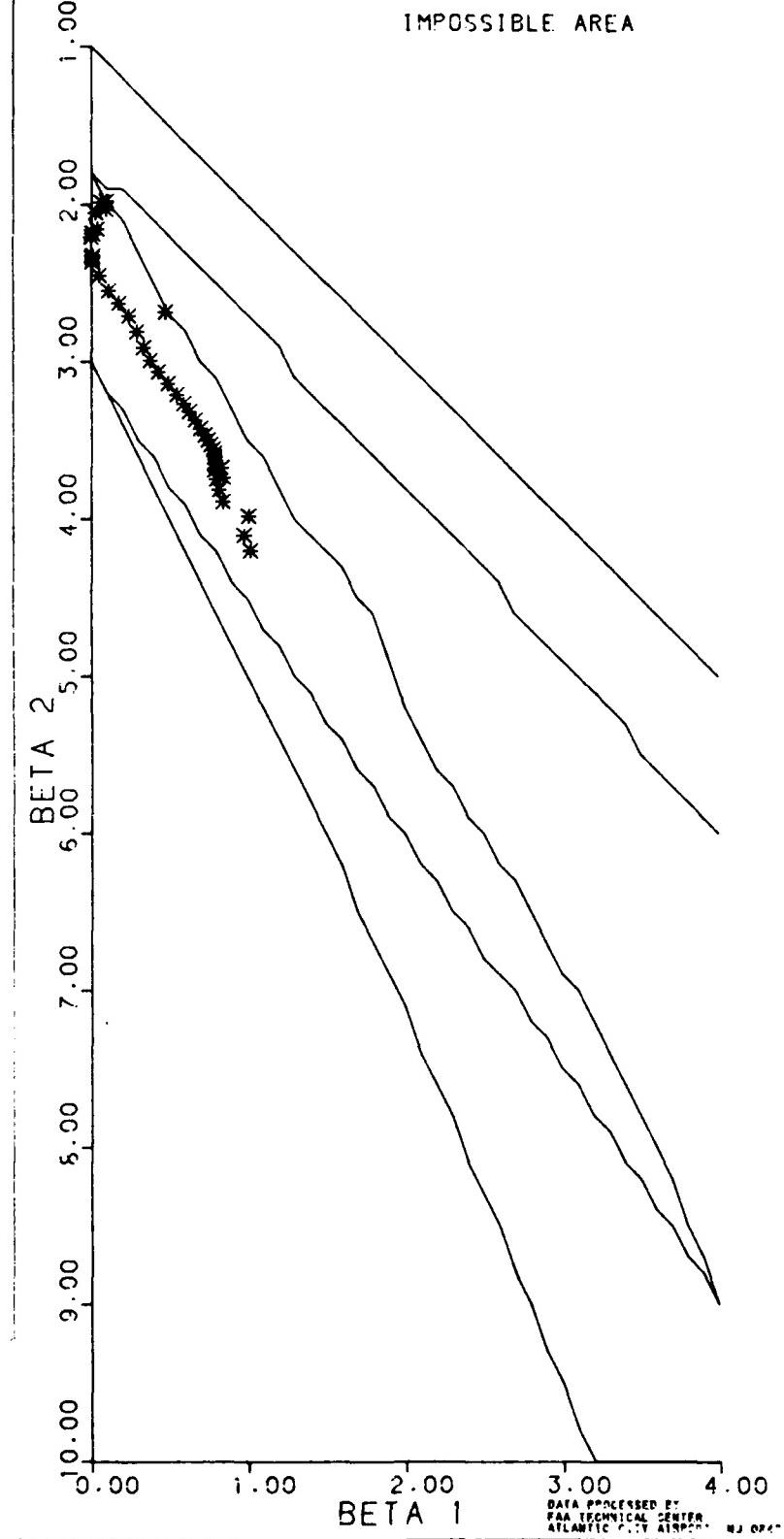
PEARSON PRODUCT MOMENT PLOTS FOR S-76 DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot the order of the plots are explained here.

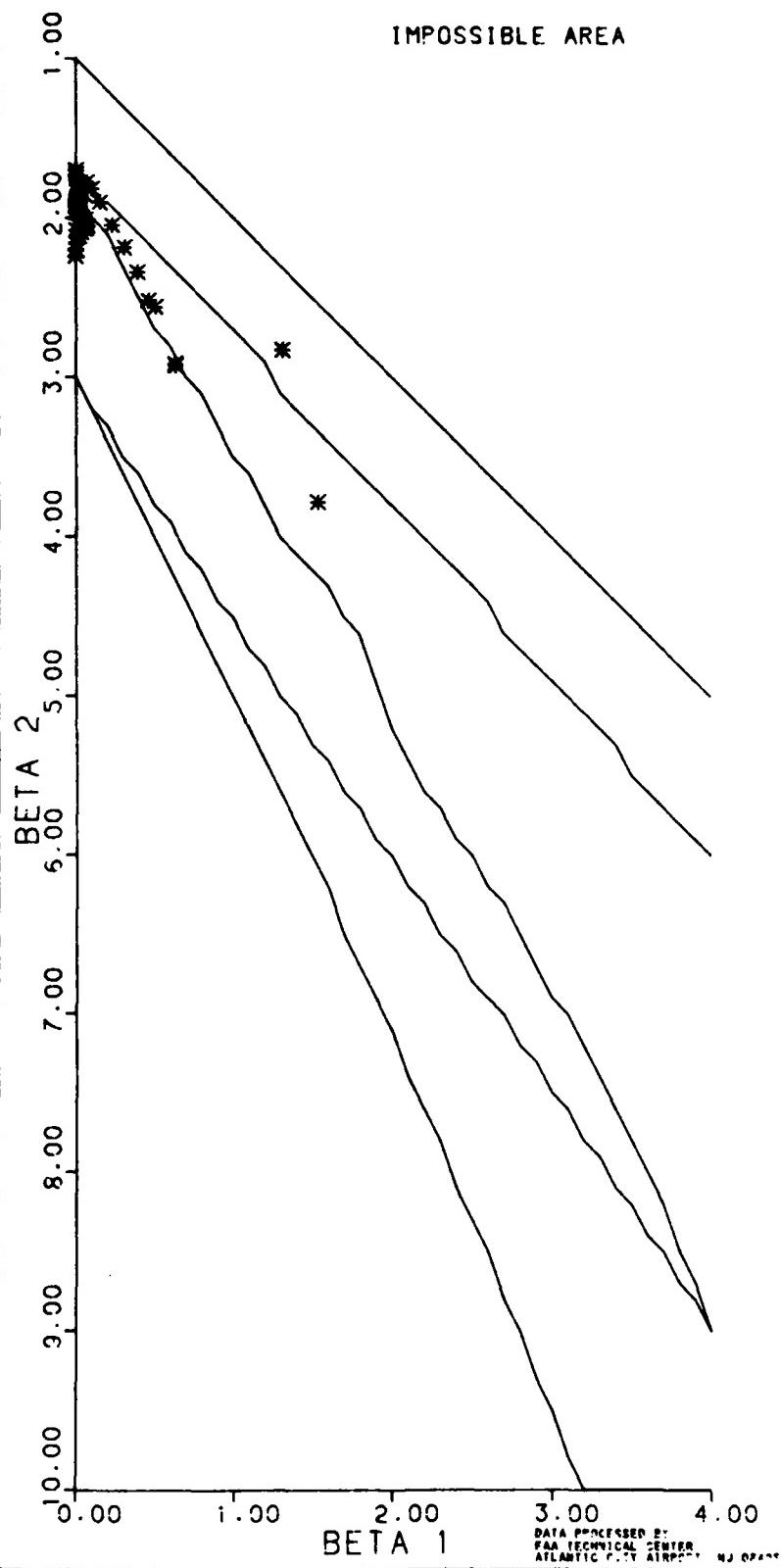
There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^\circ$ ,  $8.00^\circ$ , and  $10.00^\circ$  approaches. For departures they are:  $7.125^\circ$ ,  $10.00^\circ$ , and  $12.00^\circ$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along-track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

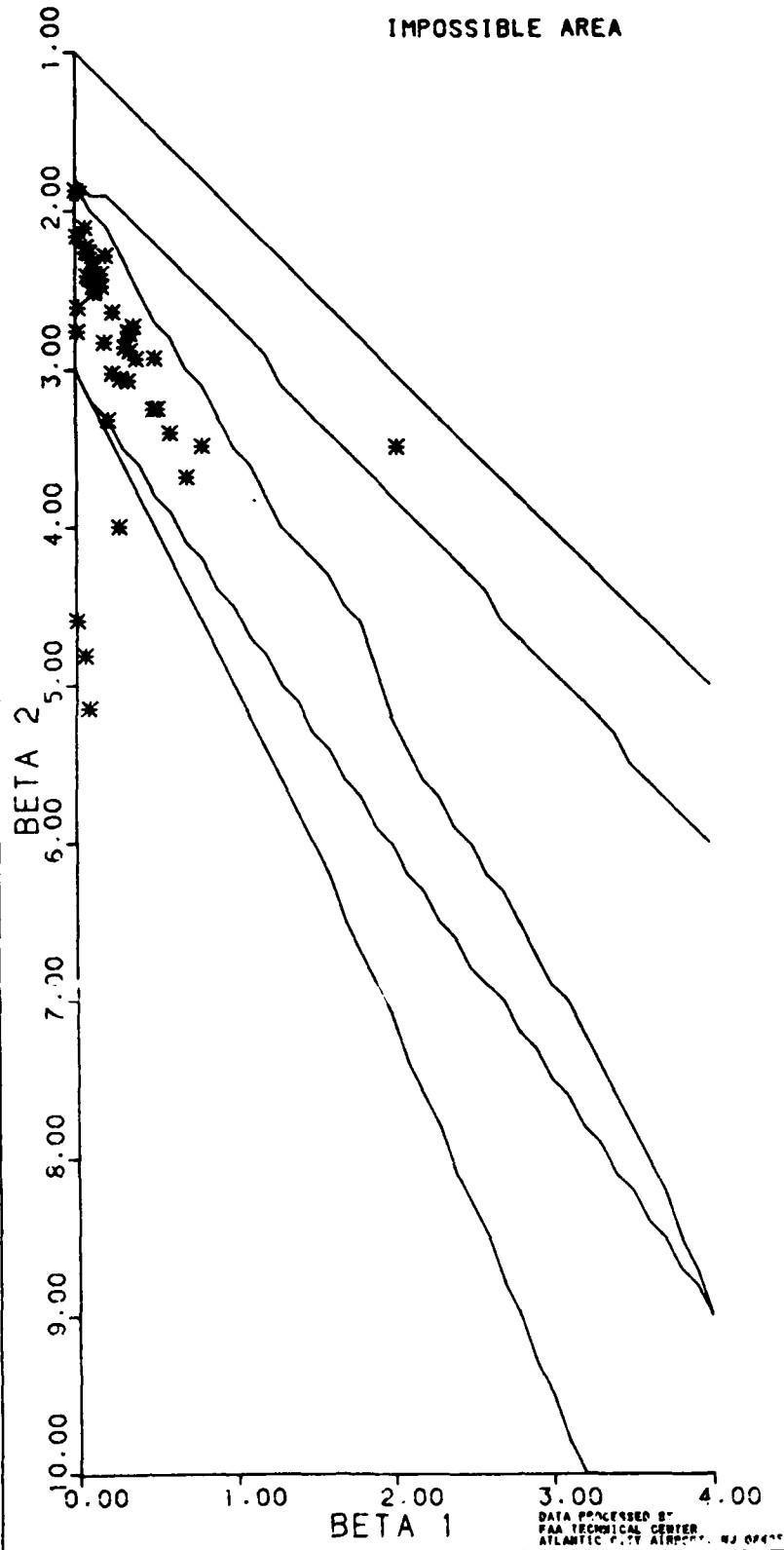
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
7.125 DEGREE STRAIGHT IN APPROACHES  
CROSSTRACK POSITION (FT)



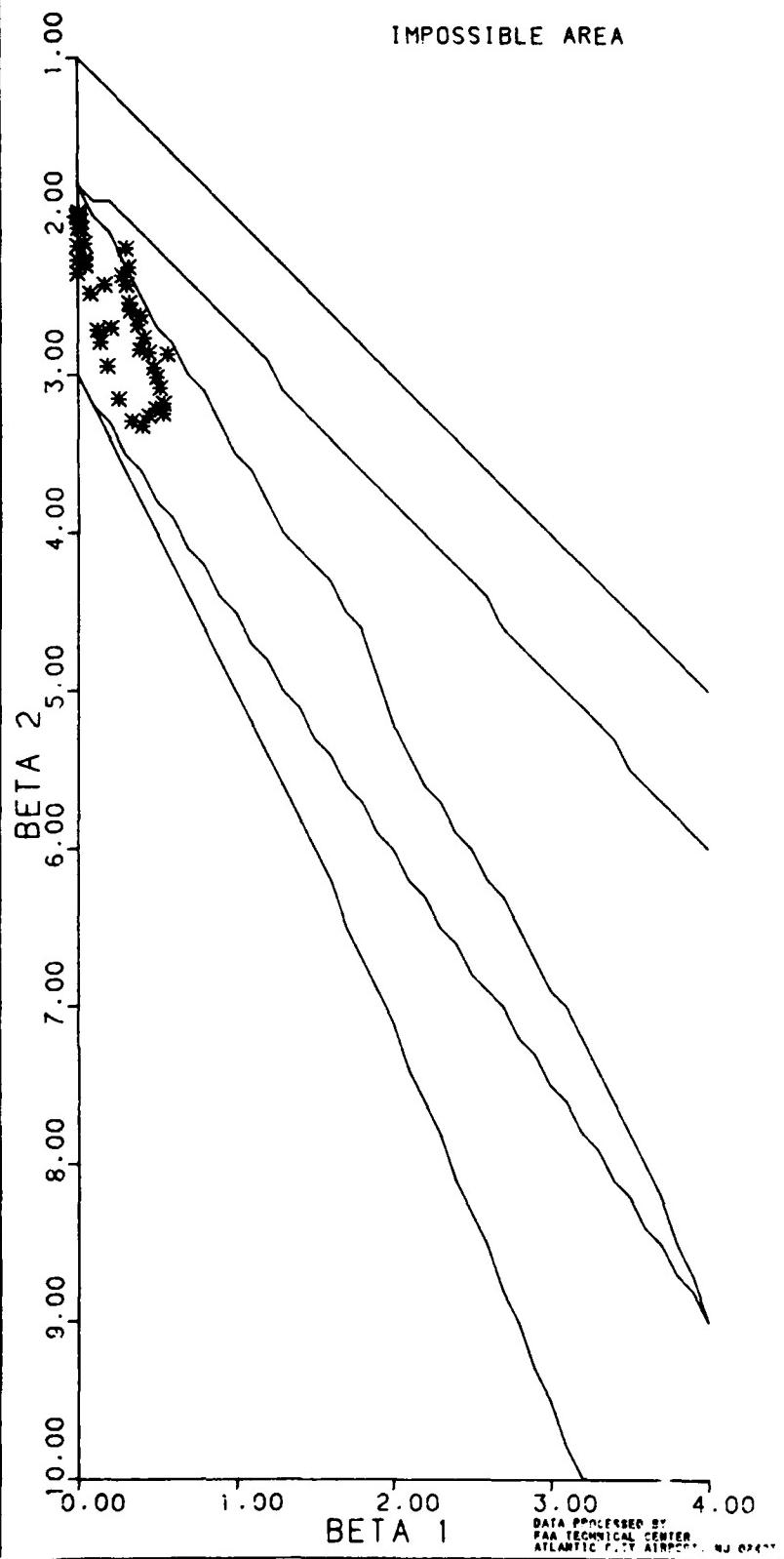
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7.125 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT)



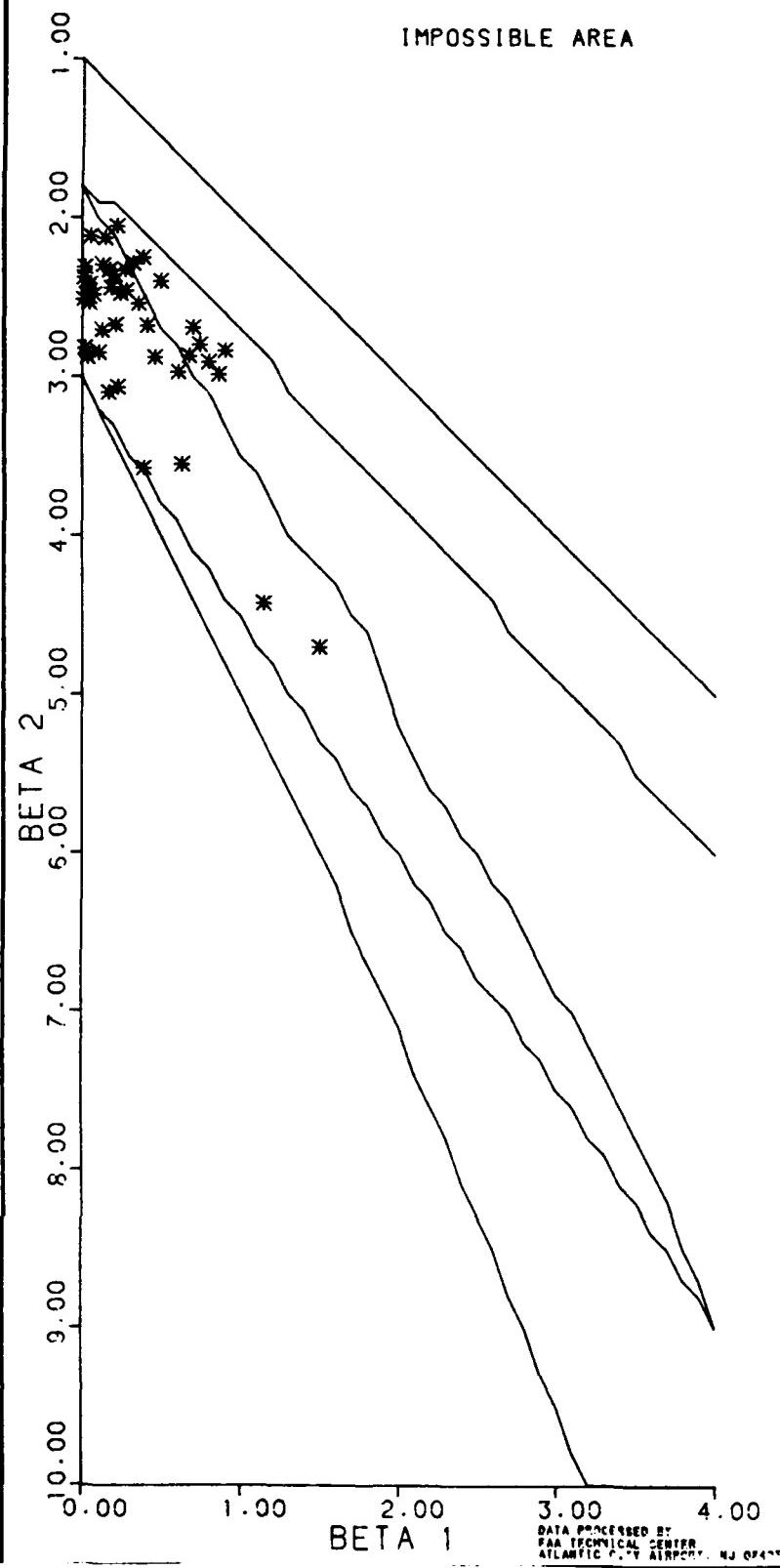
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CROSSTRAK VELOCITY (FPM)



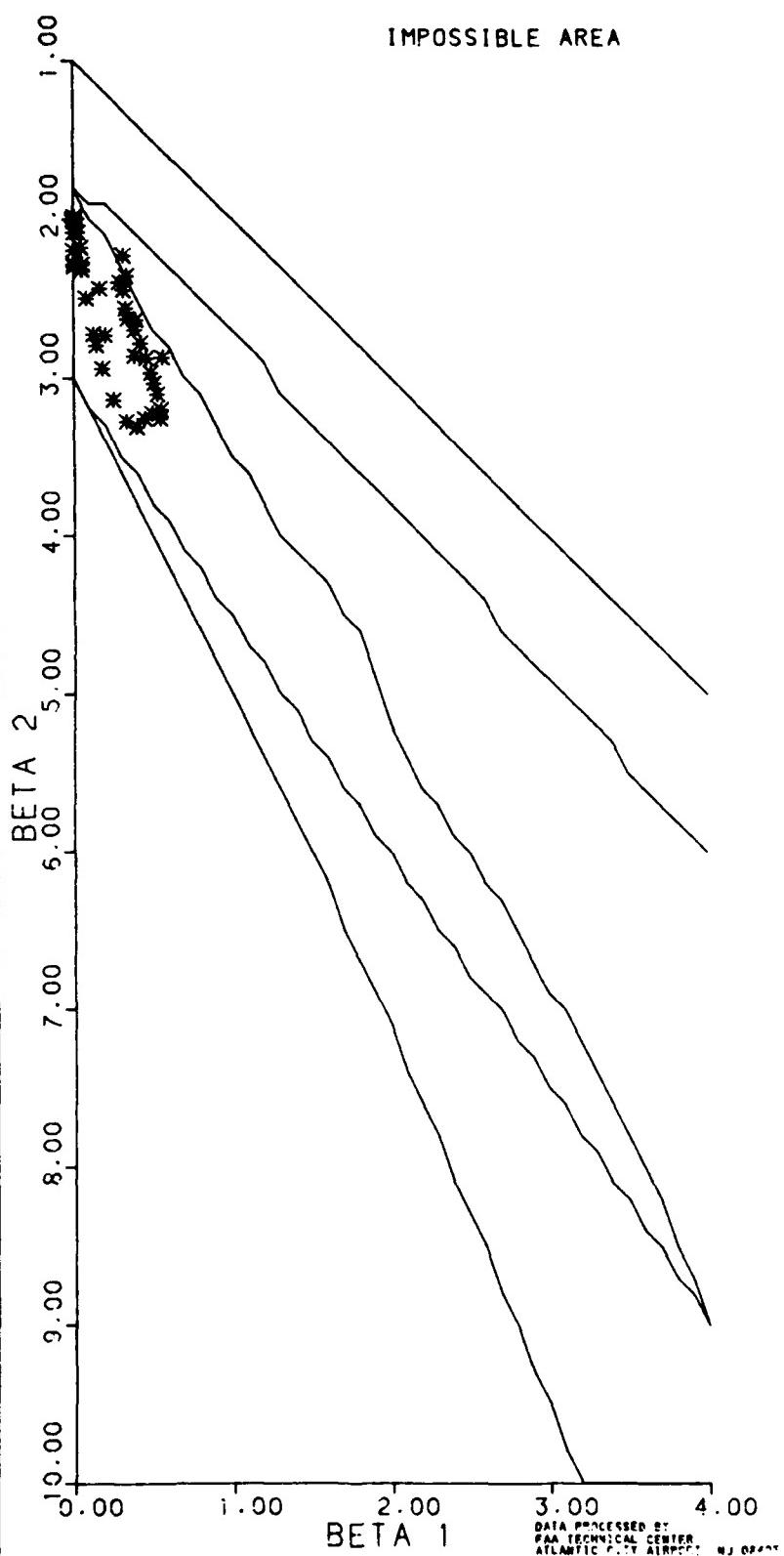
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
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ALONGTRACK VELOCITY (FPM)



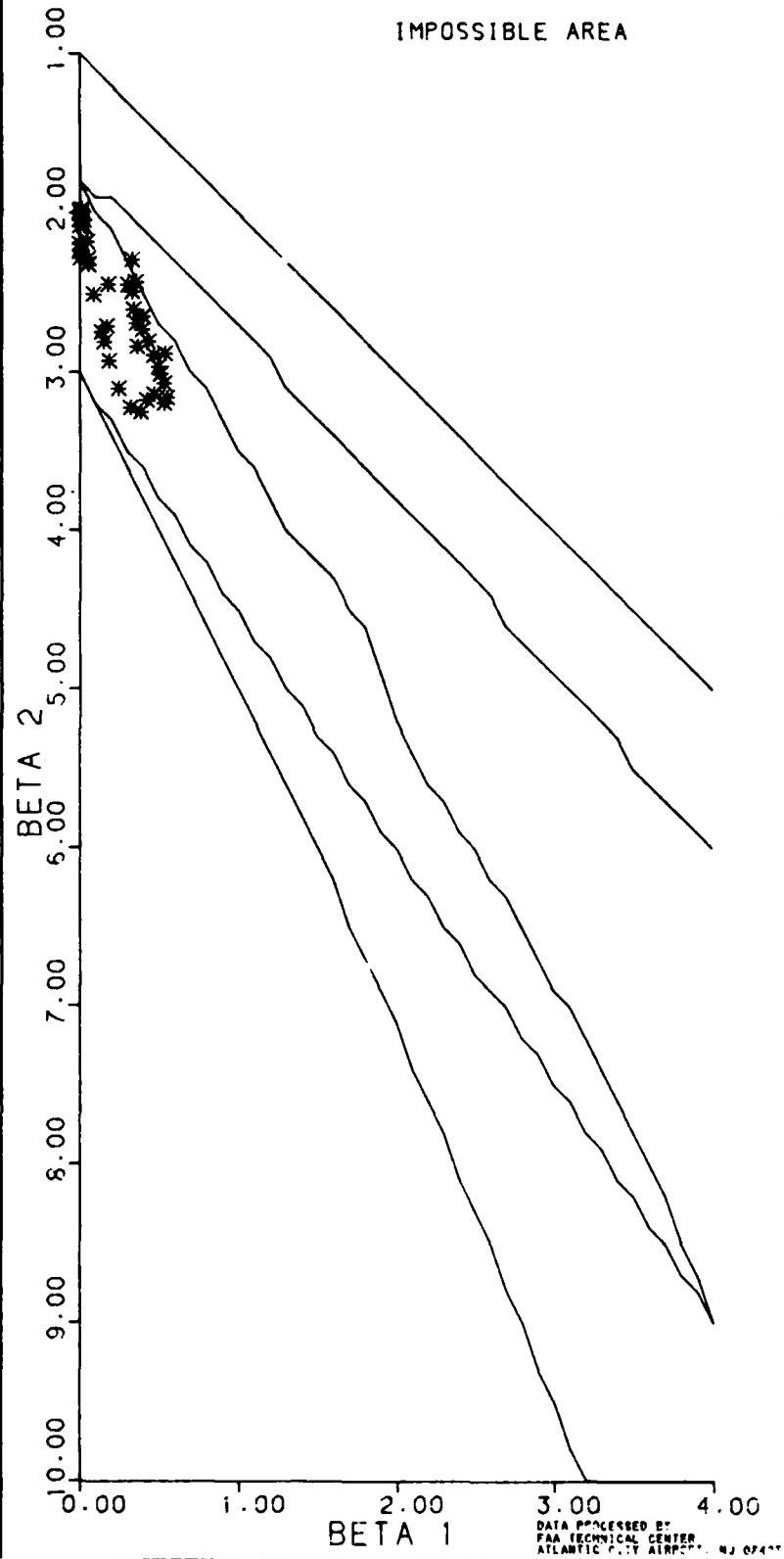
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7.125 DEGREE STRAIGHT IN APPROACHES  
VERTICAL VELOCITY (FPM)



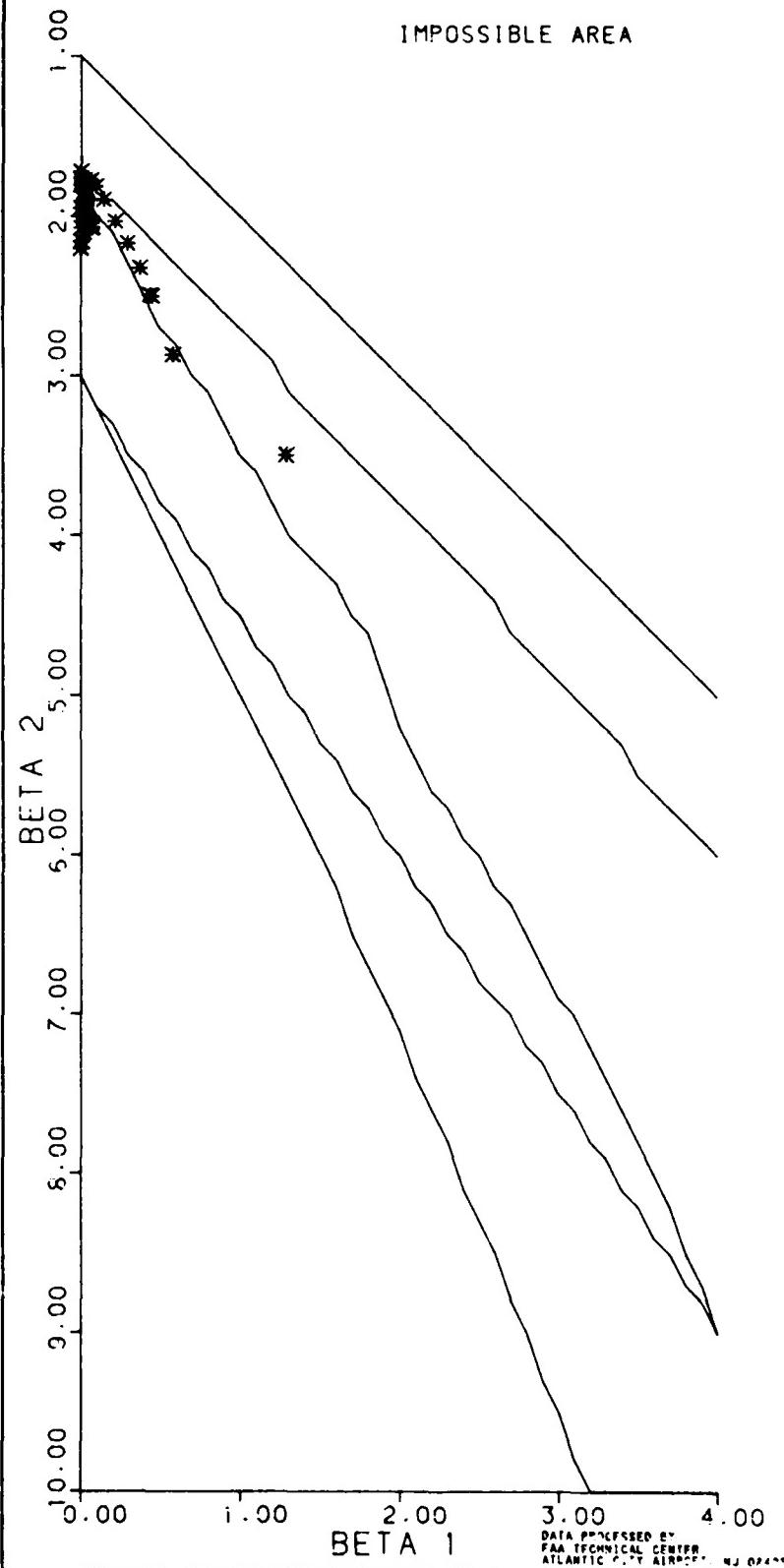
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GROUNDSPEED (KNOTS)



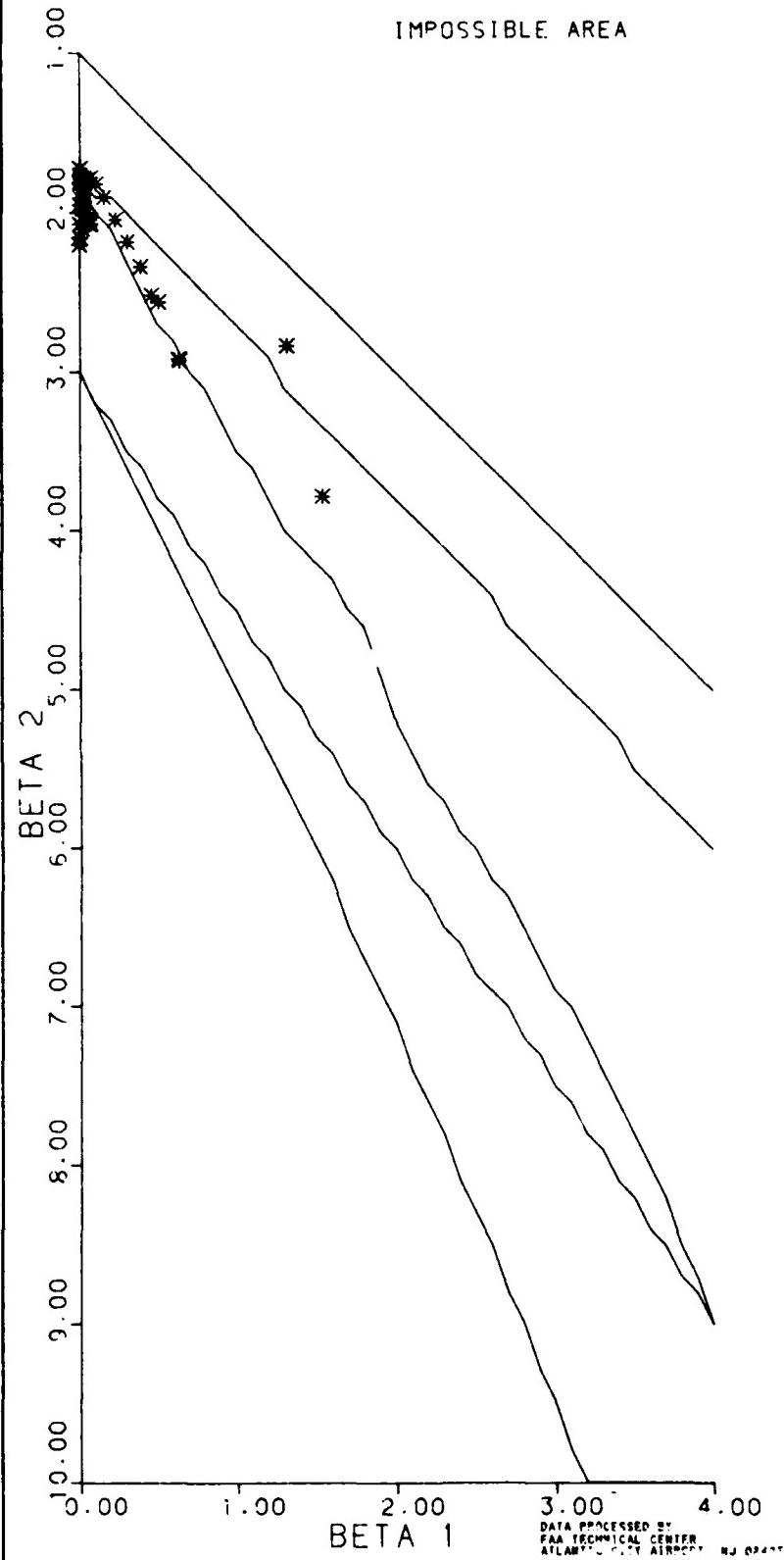
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ALONGPATH SPEED (KNOTS)



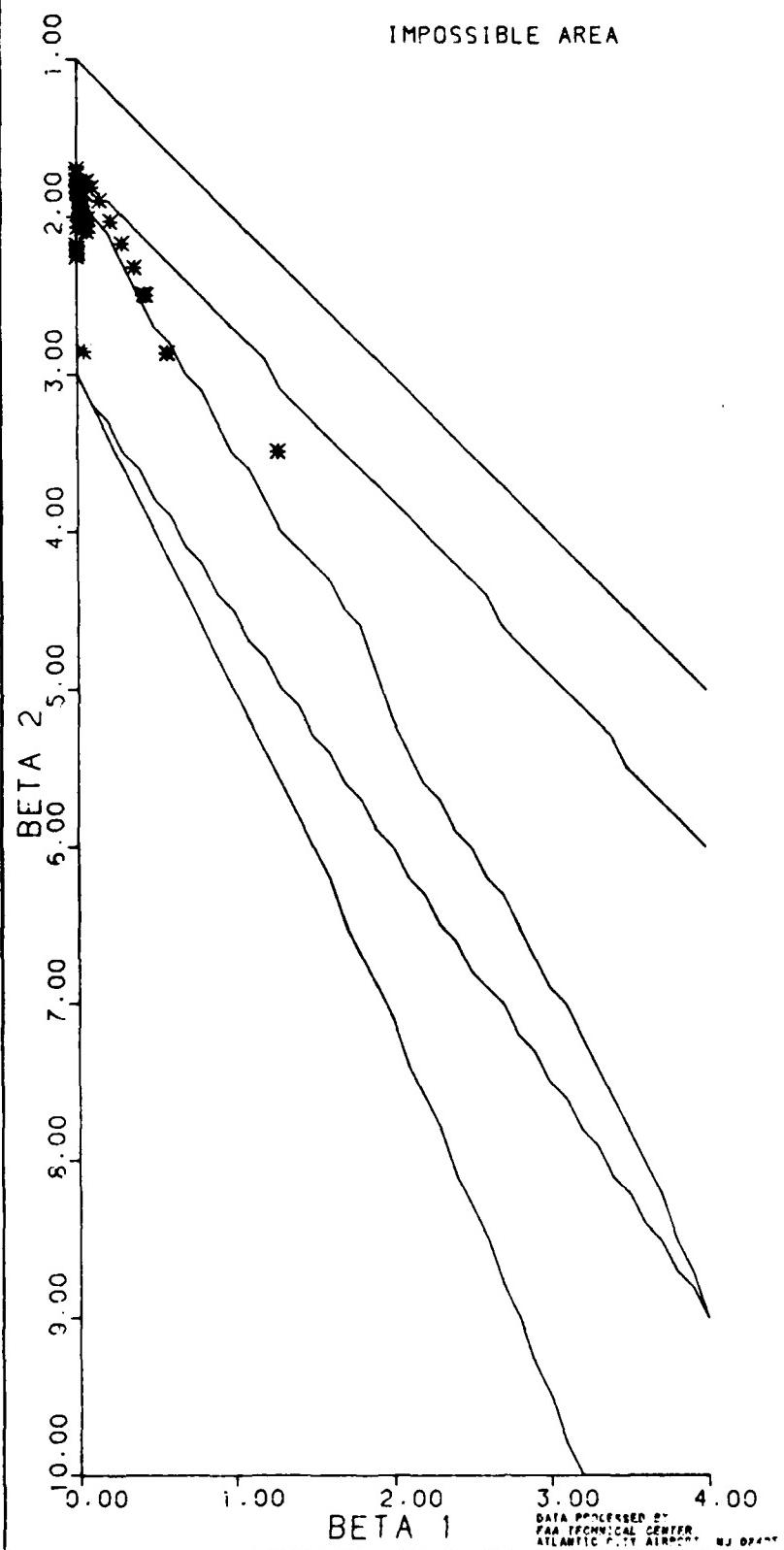
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ANGULAR ERROR (DEG)



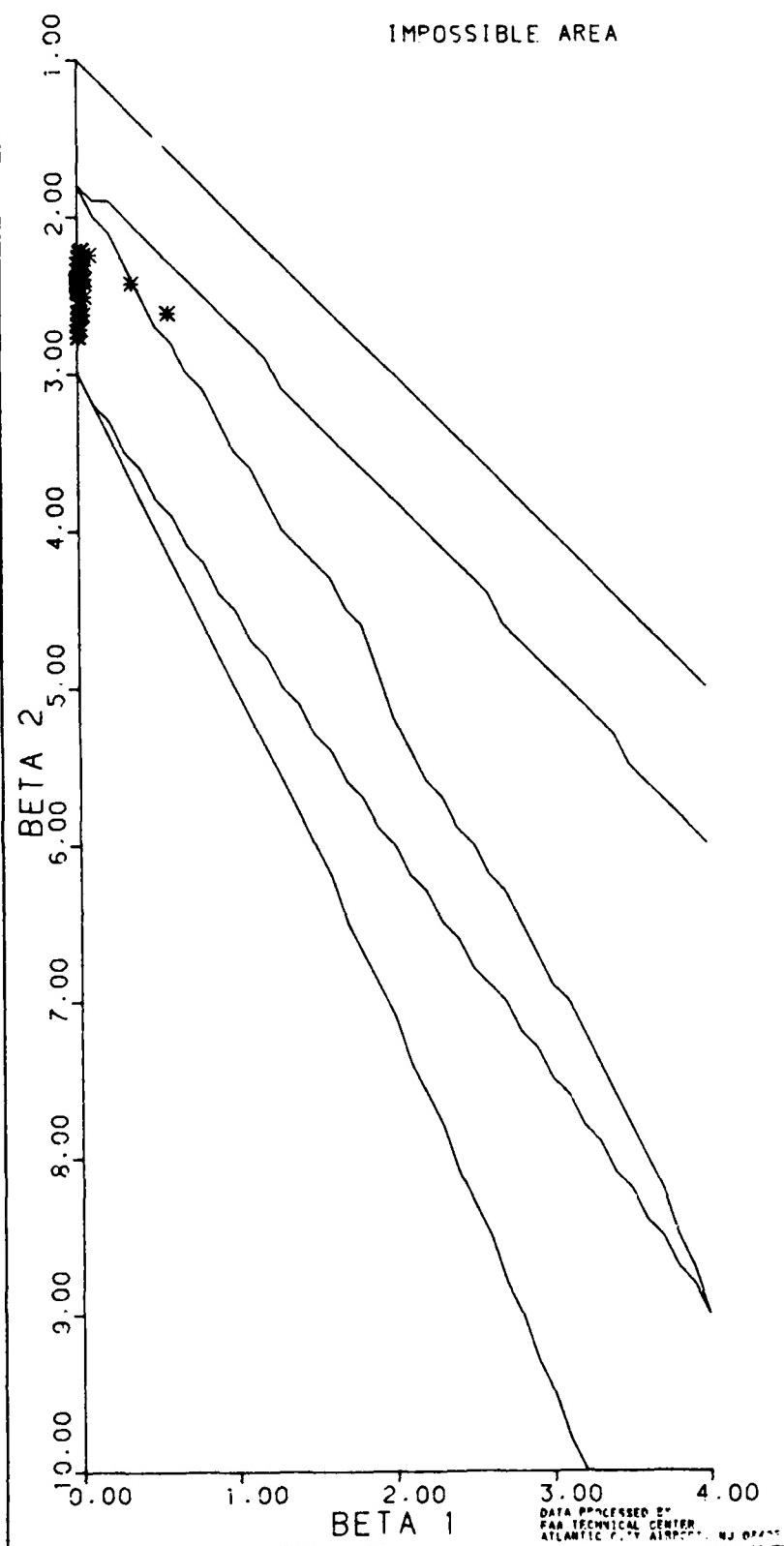
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ALTITUDE ERROR (FT)



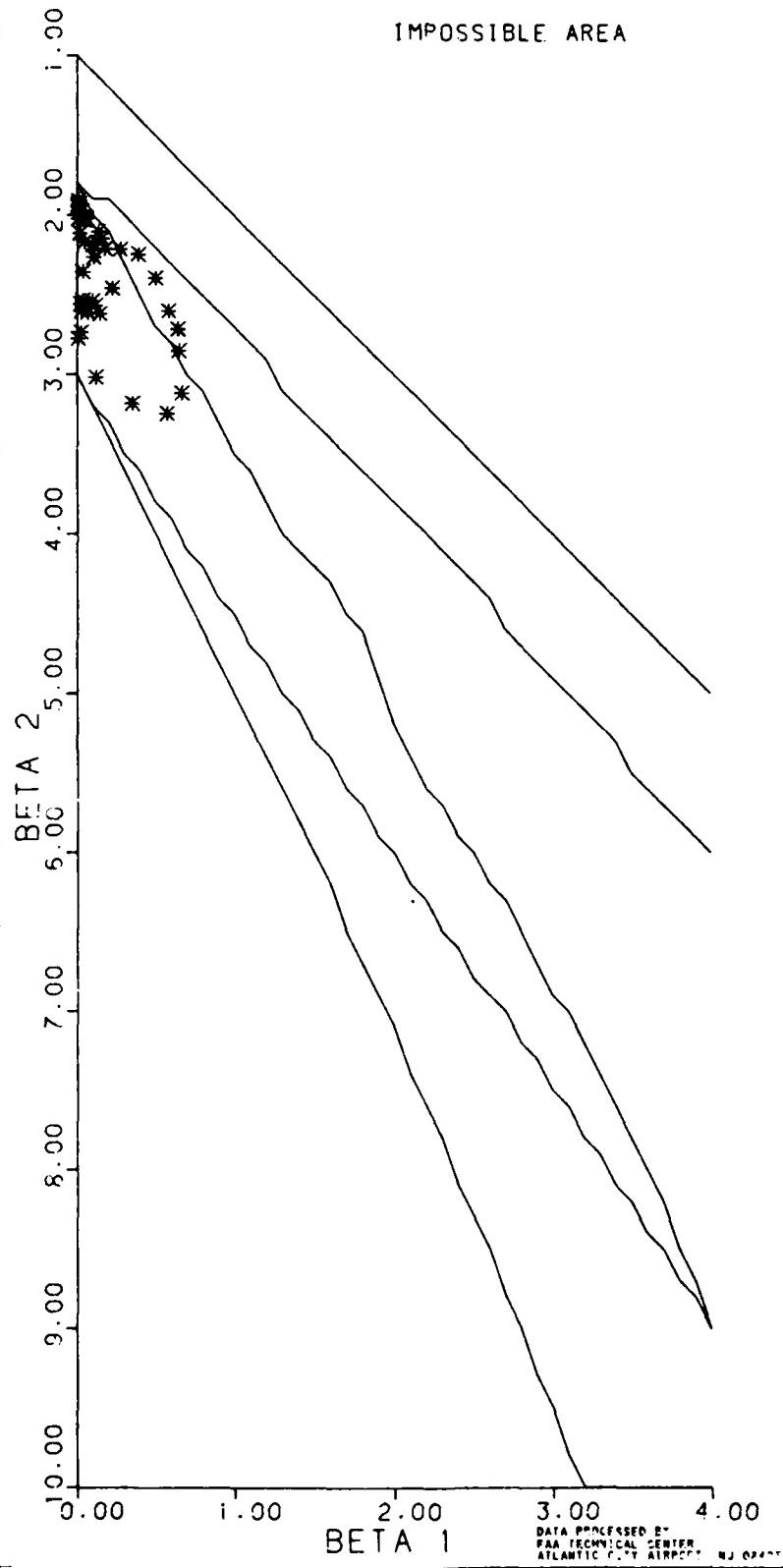
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
7.125 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG)



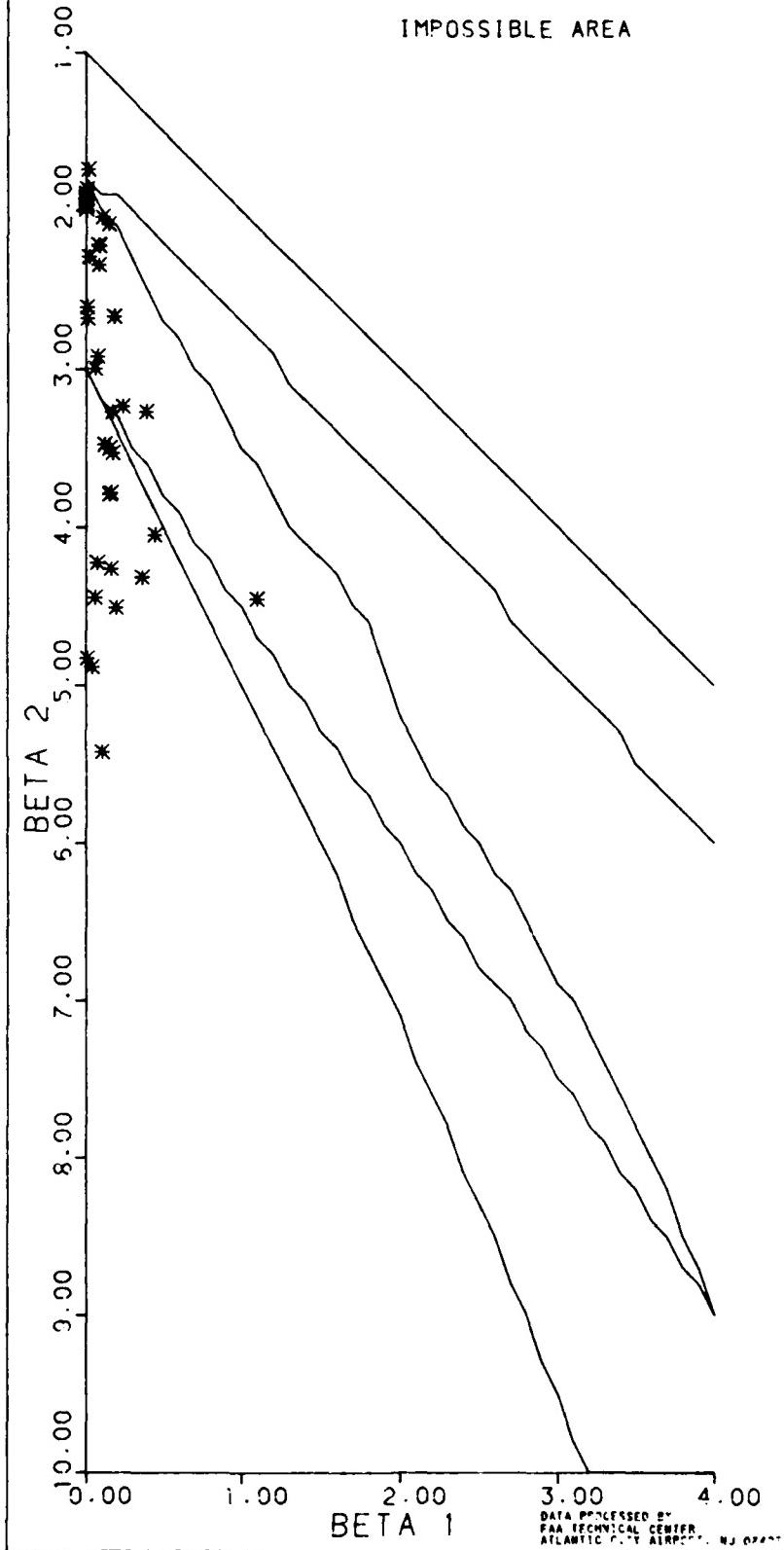
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8.000 DEGREE STRAIGHT IN APPROACHES  
CROSSTRAK POSITION (FT)



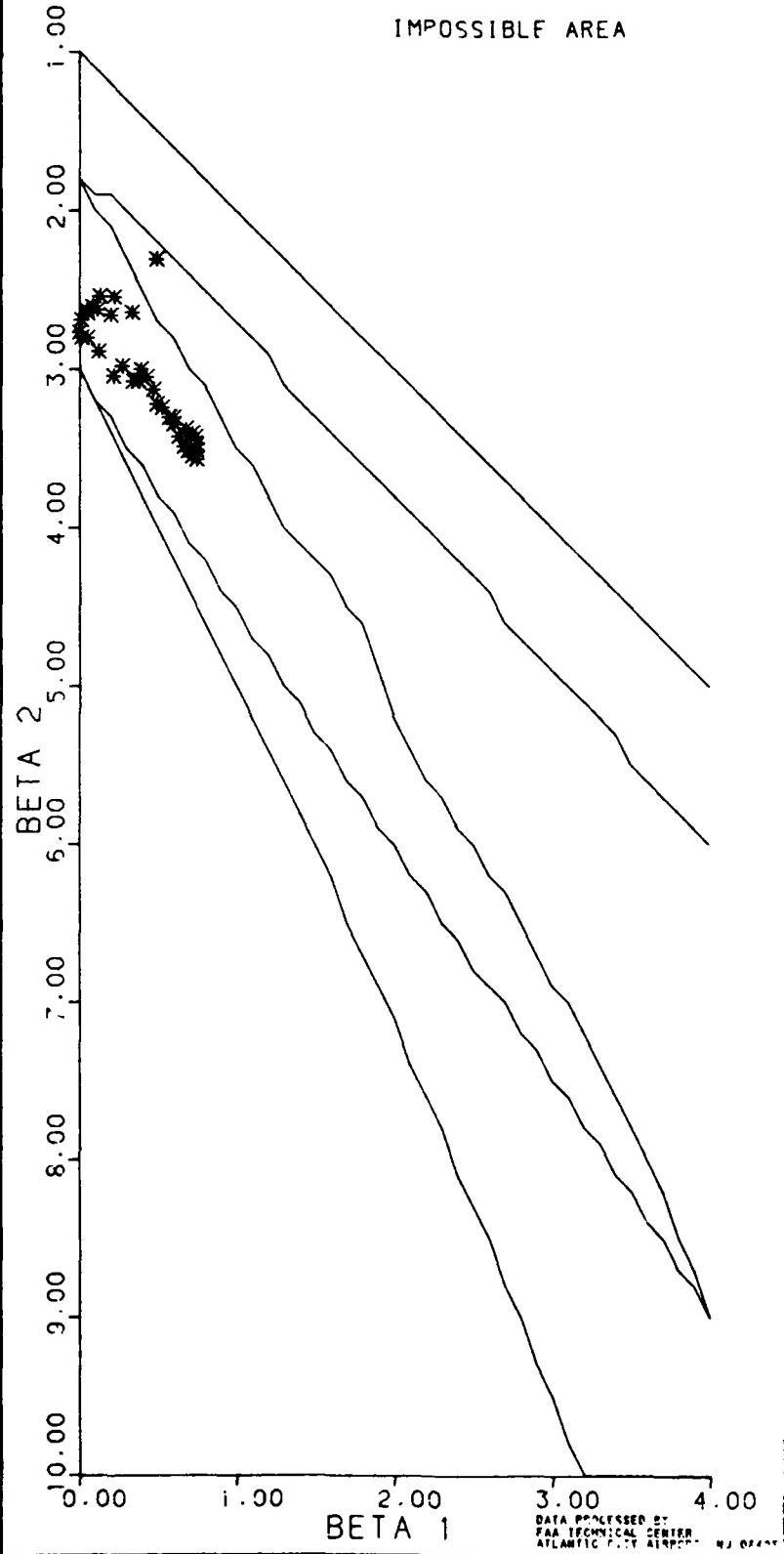
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8.000 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT)



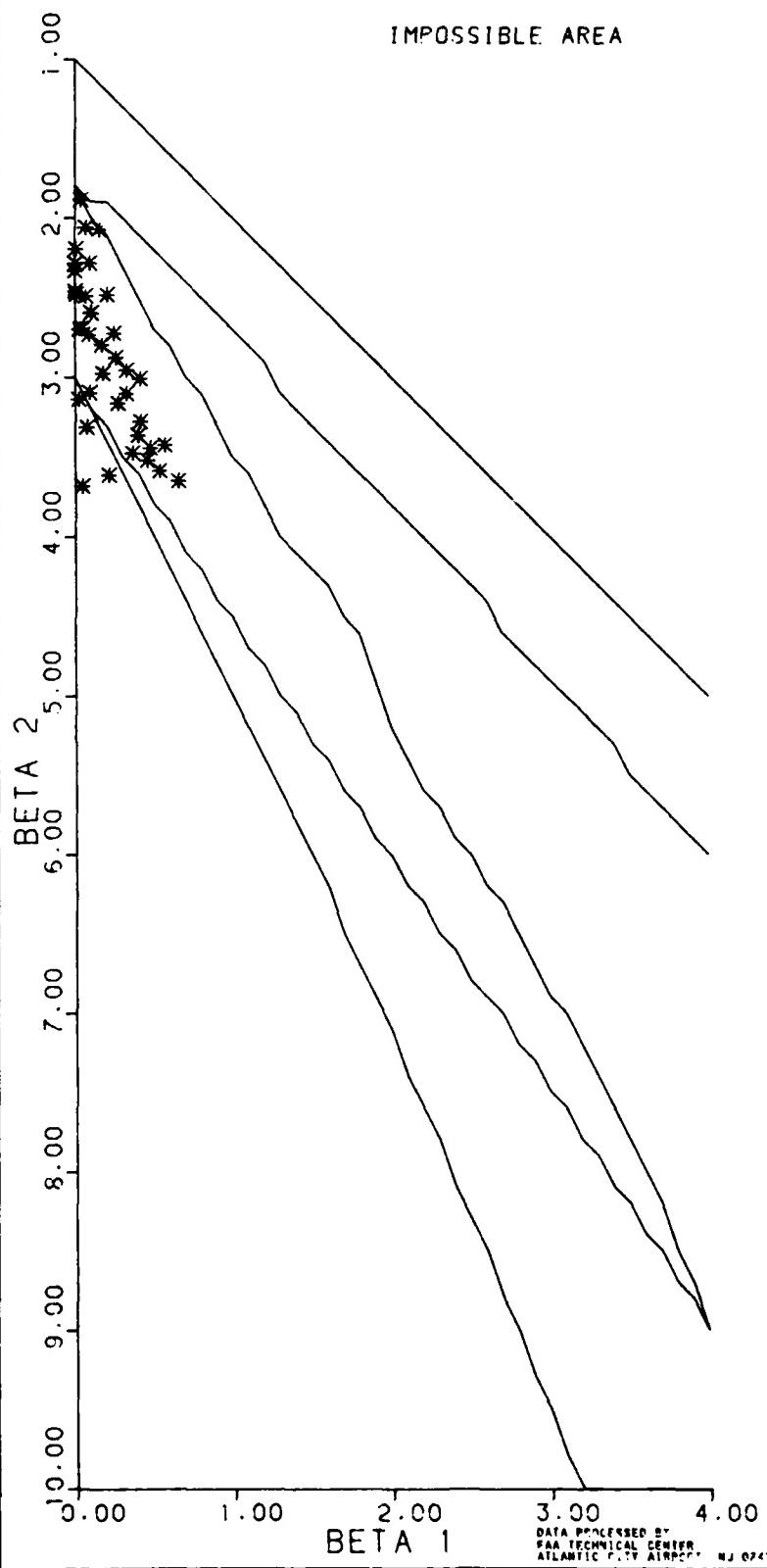
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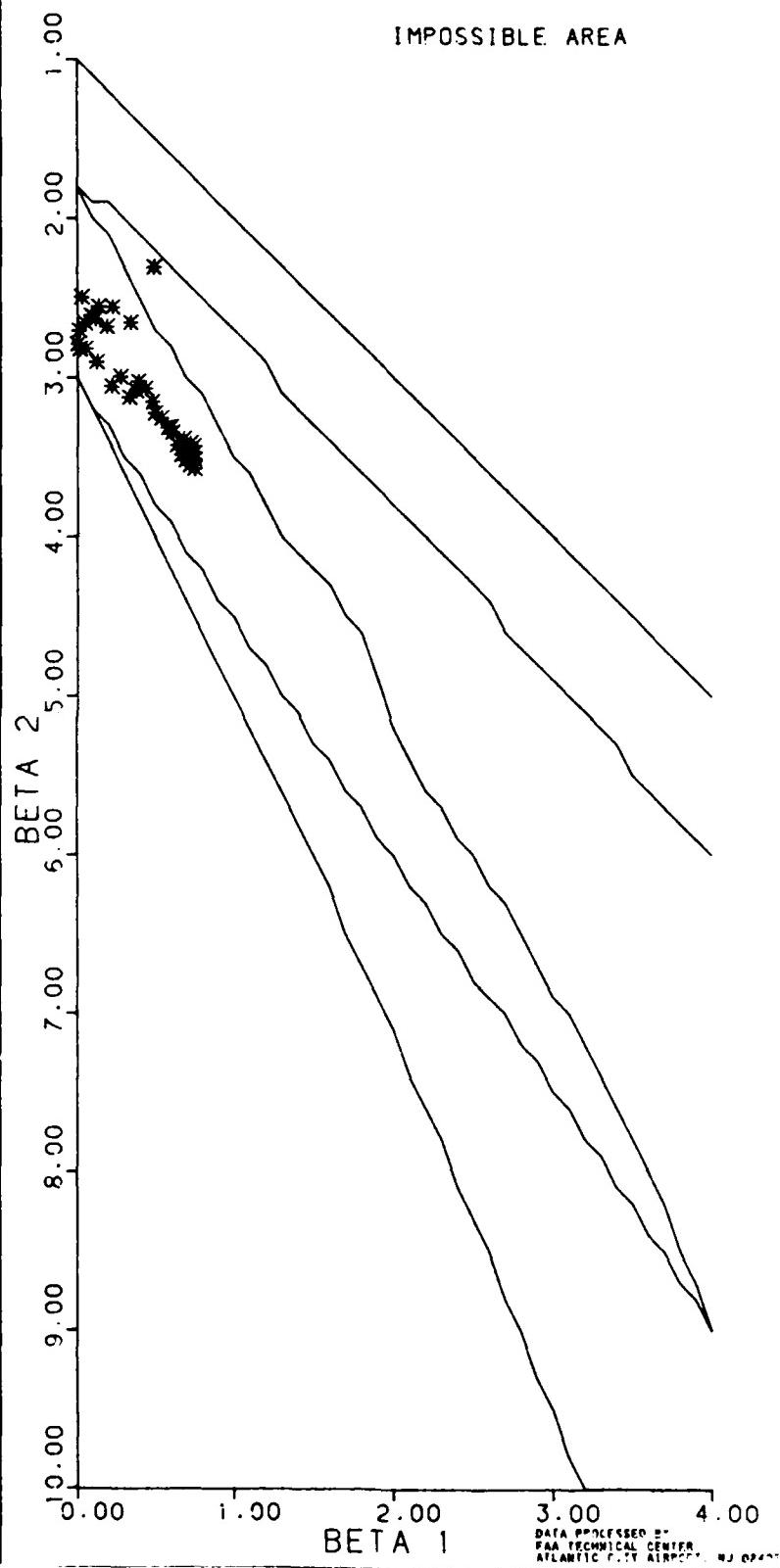
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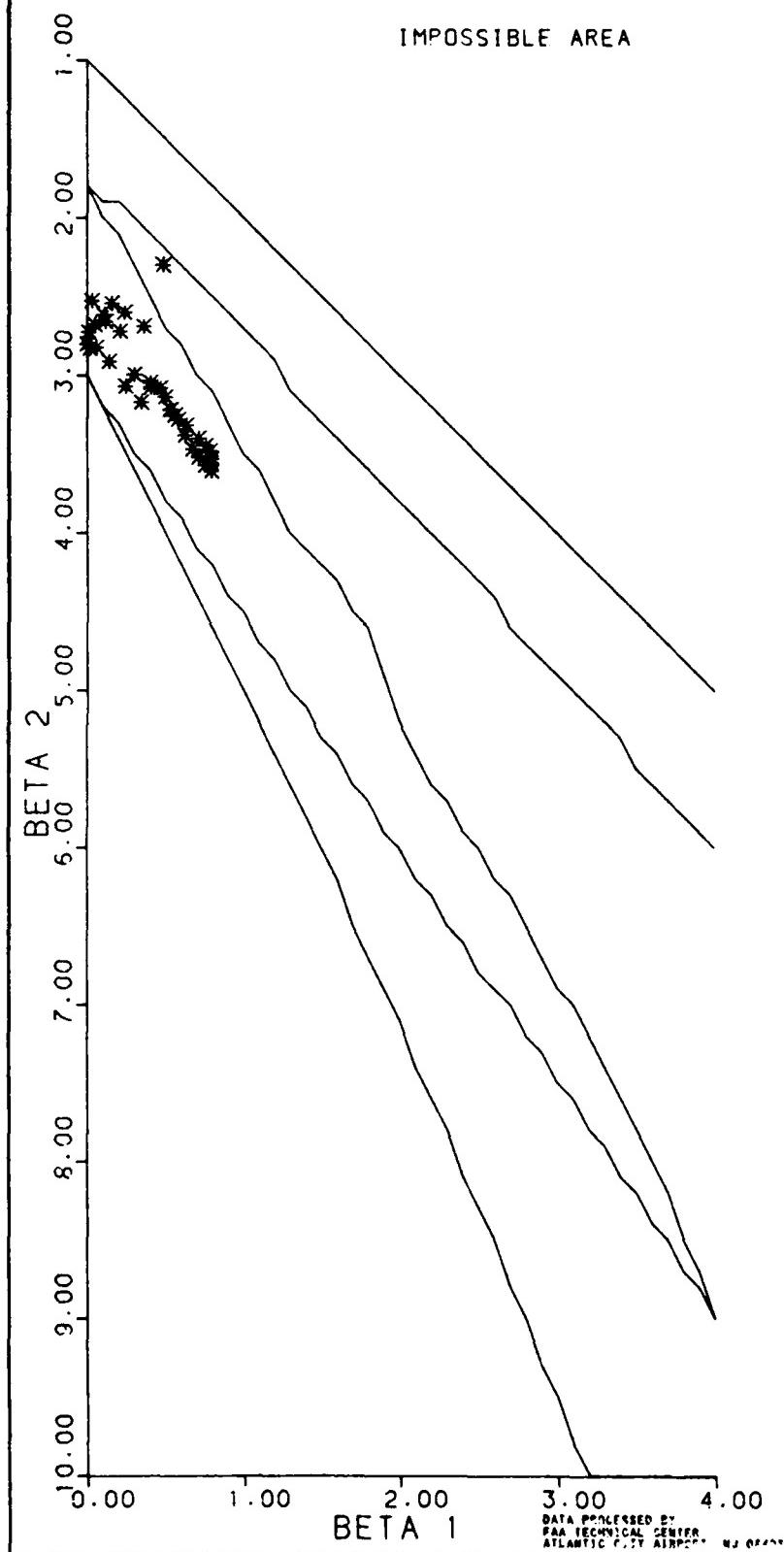
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8.000 DEGREE STRAIGHT IN APPROACHES  
VERTICAL VELOCITY (FPM)



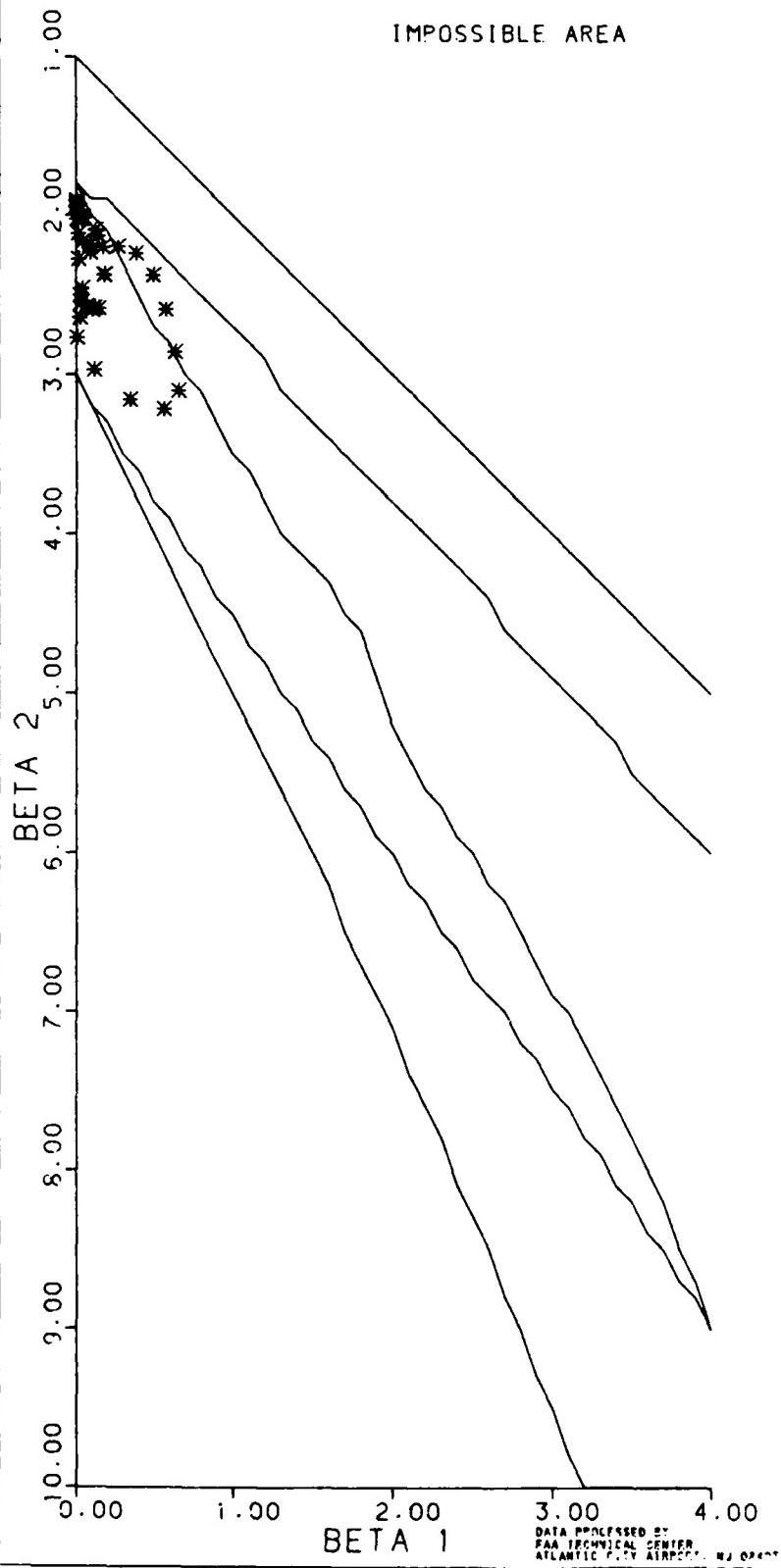
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GROUNDSPEED (KNOTS)



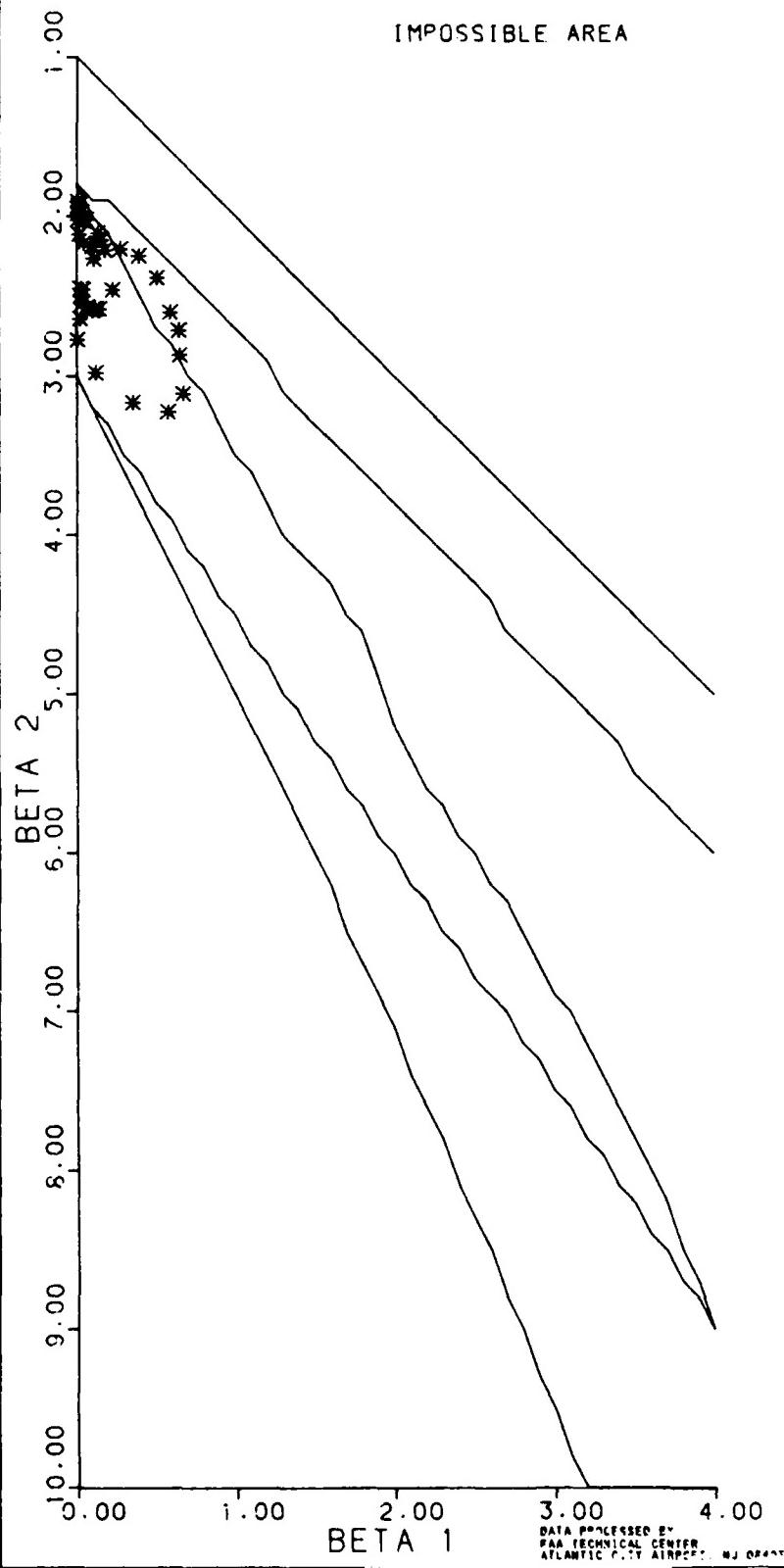
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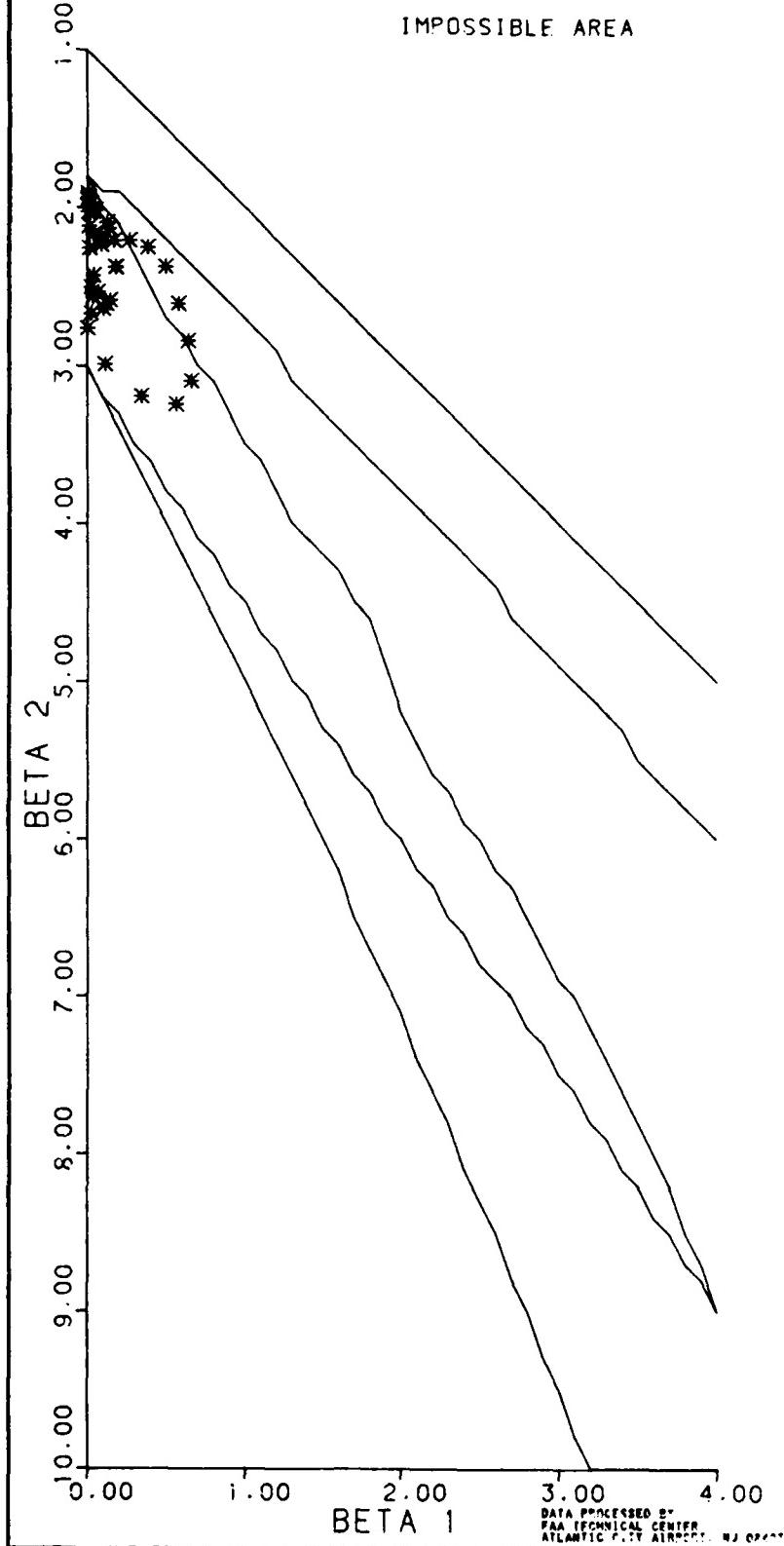
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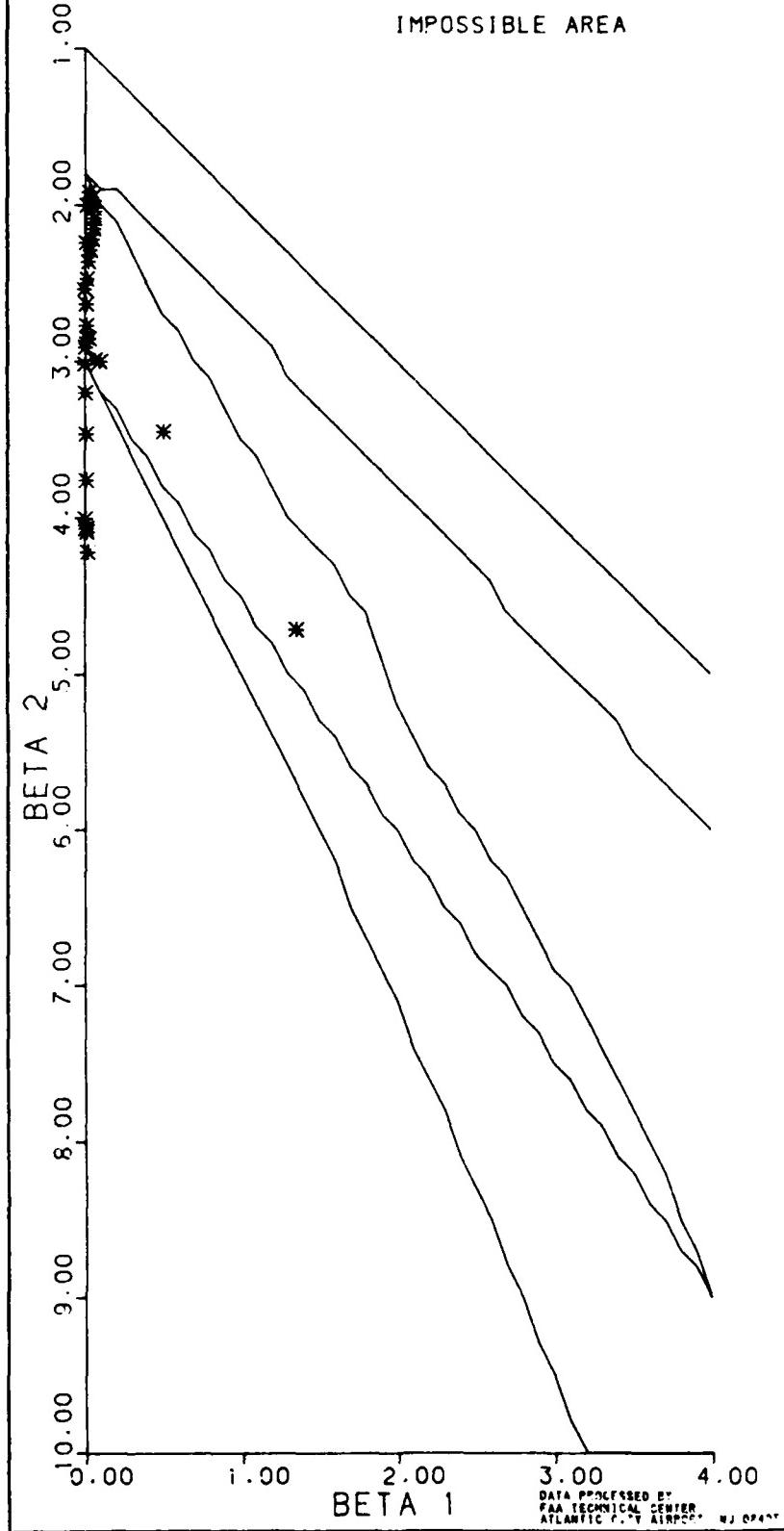
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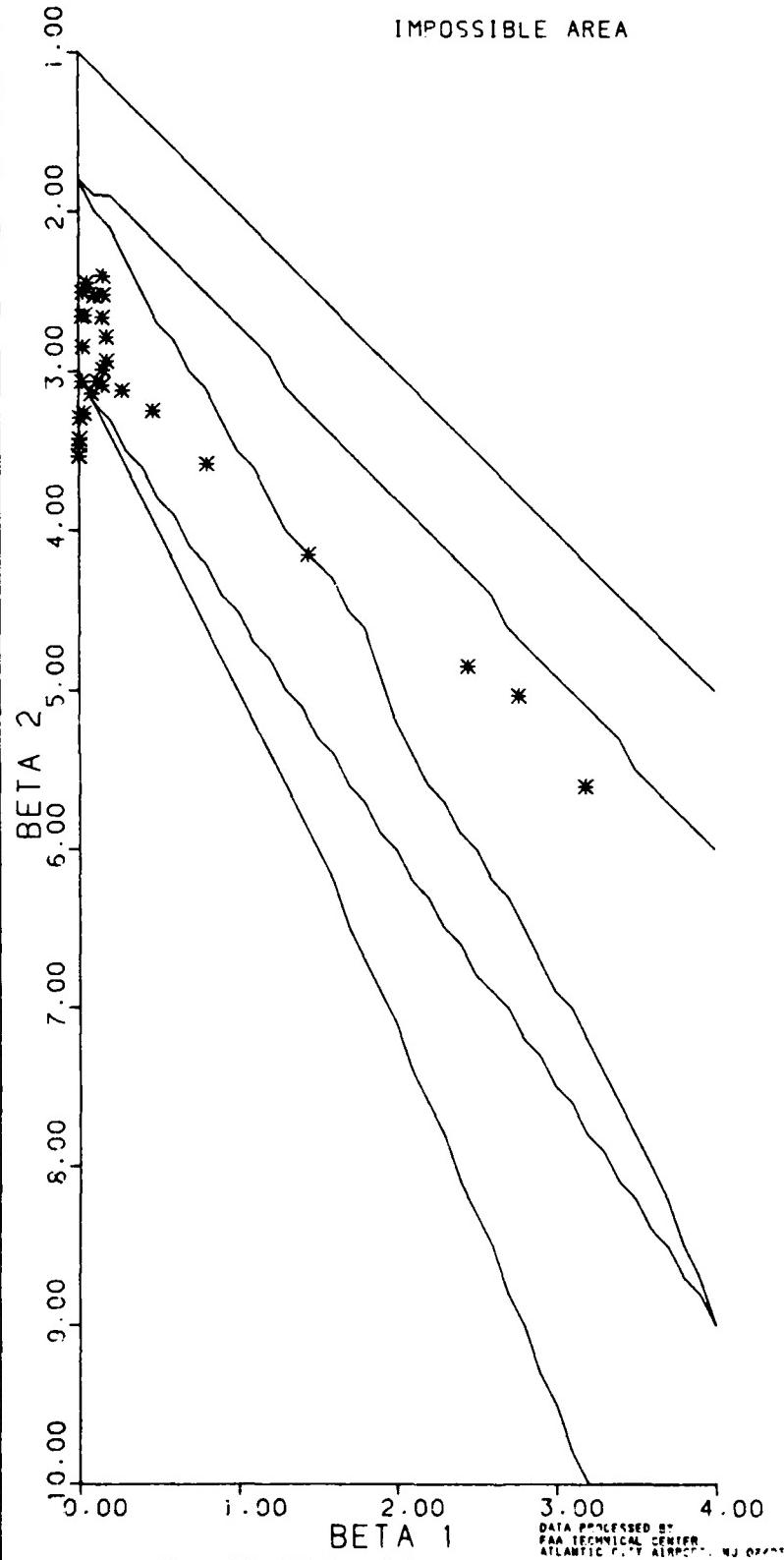
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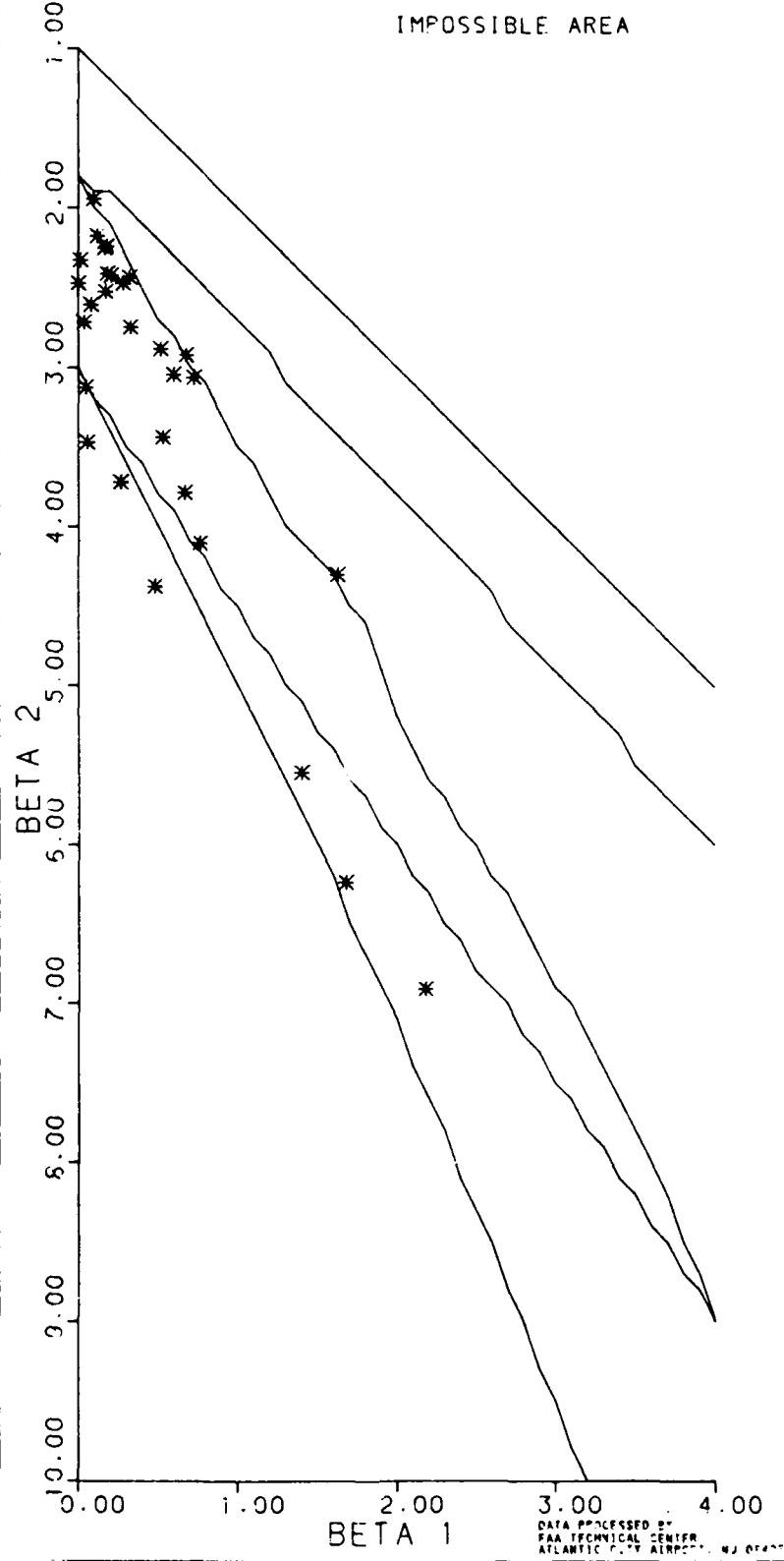
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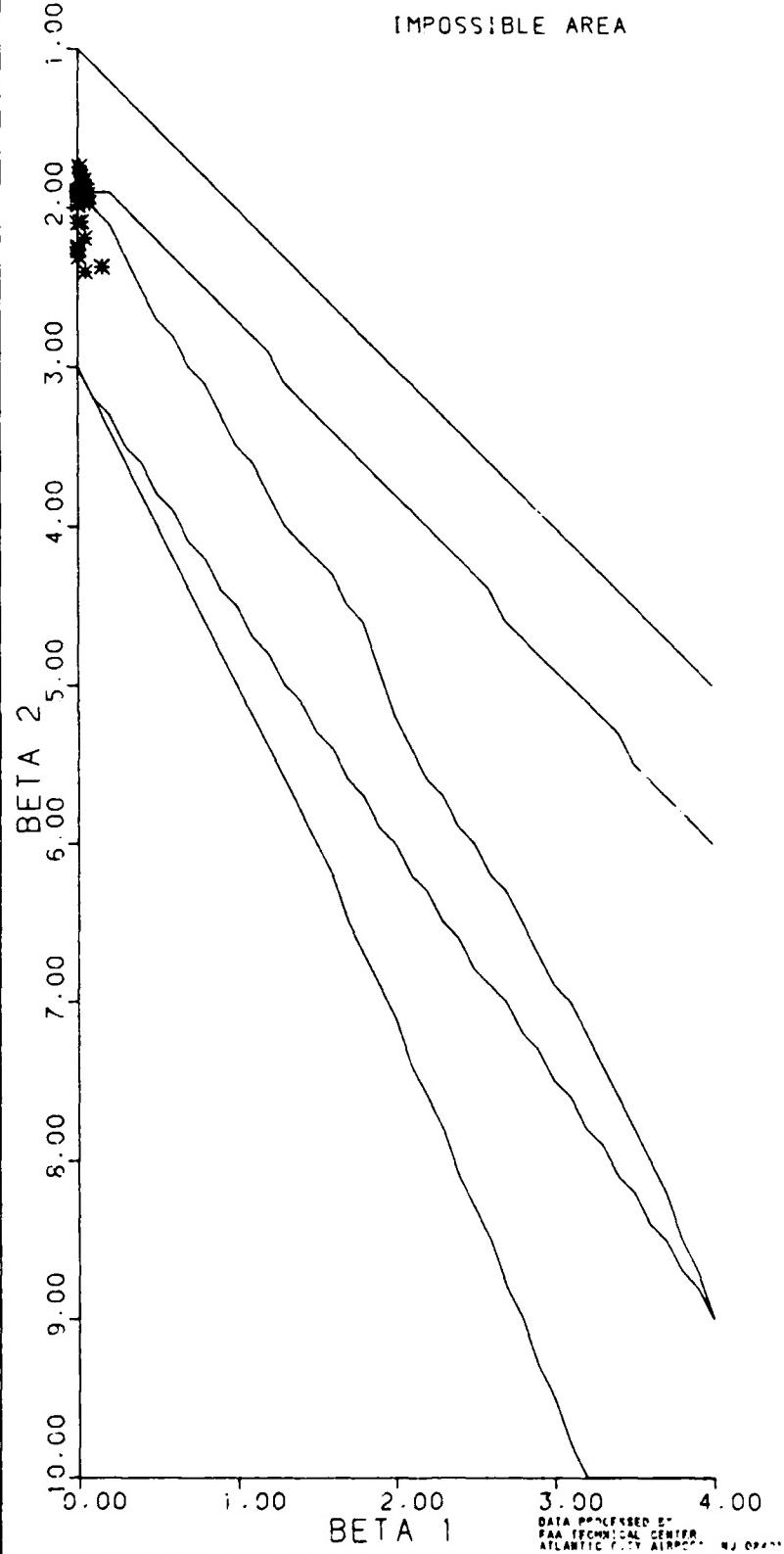
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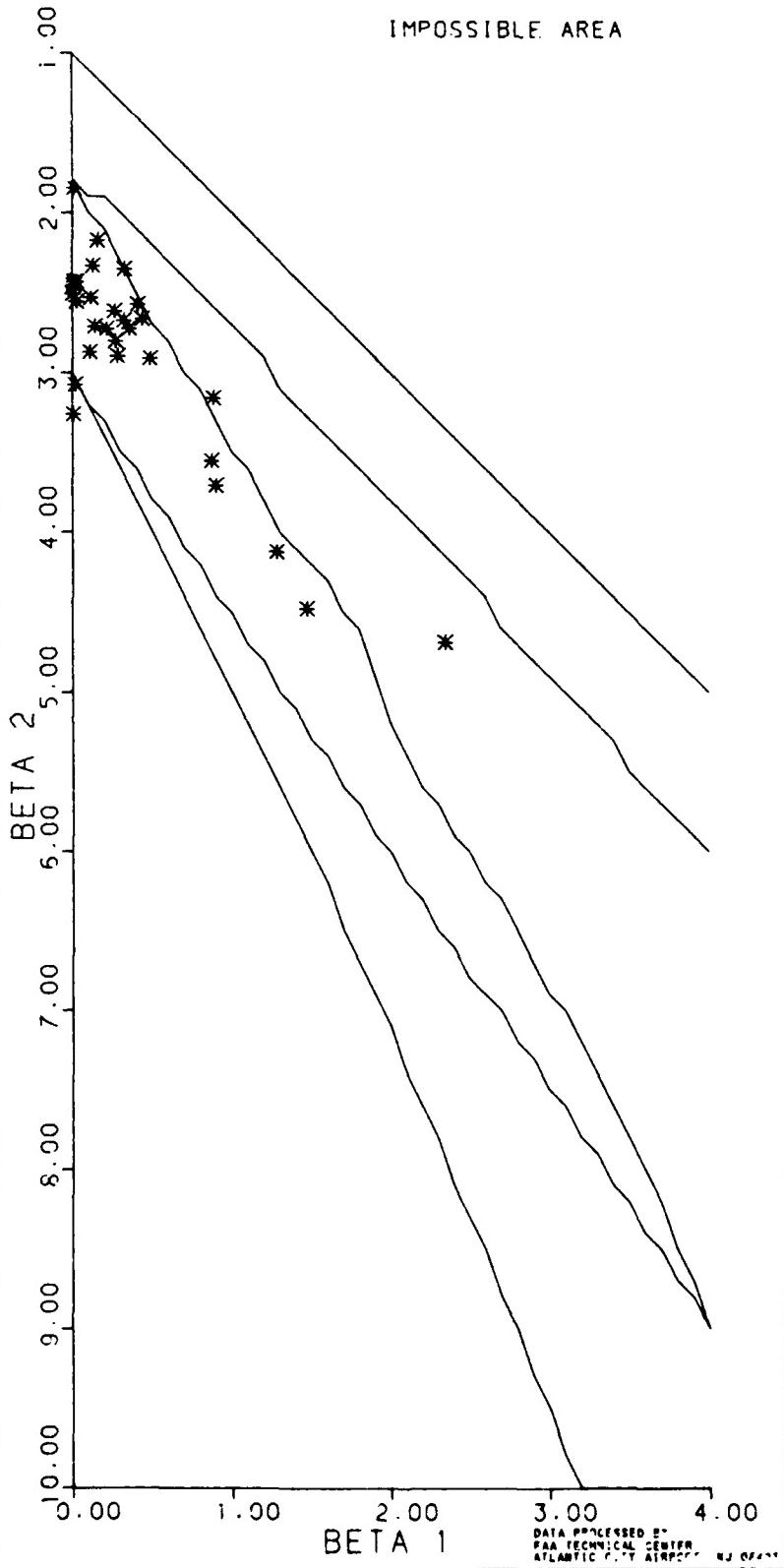
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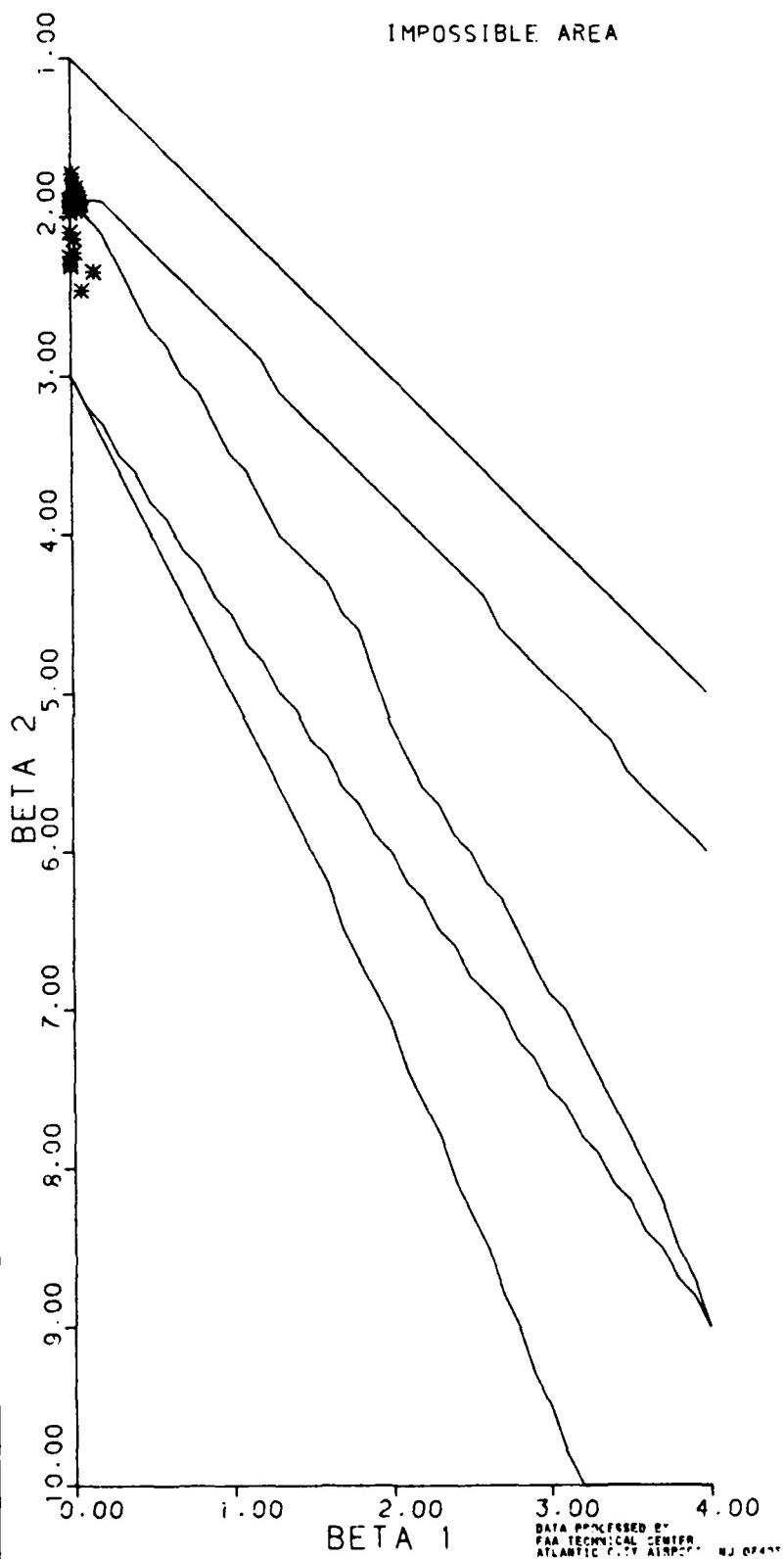
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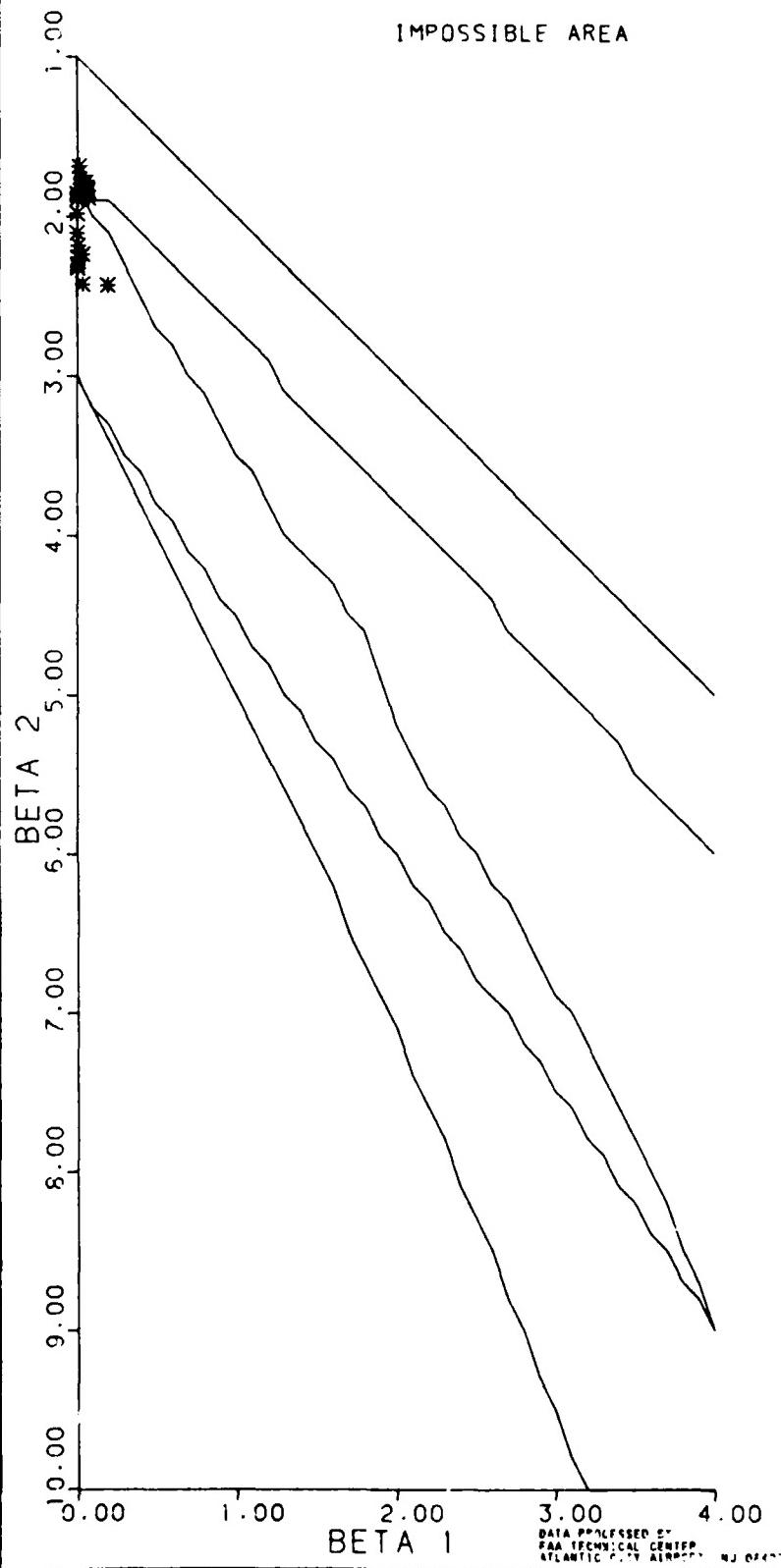
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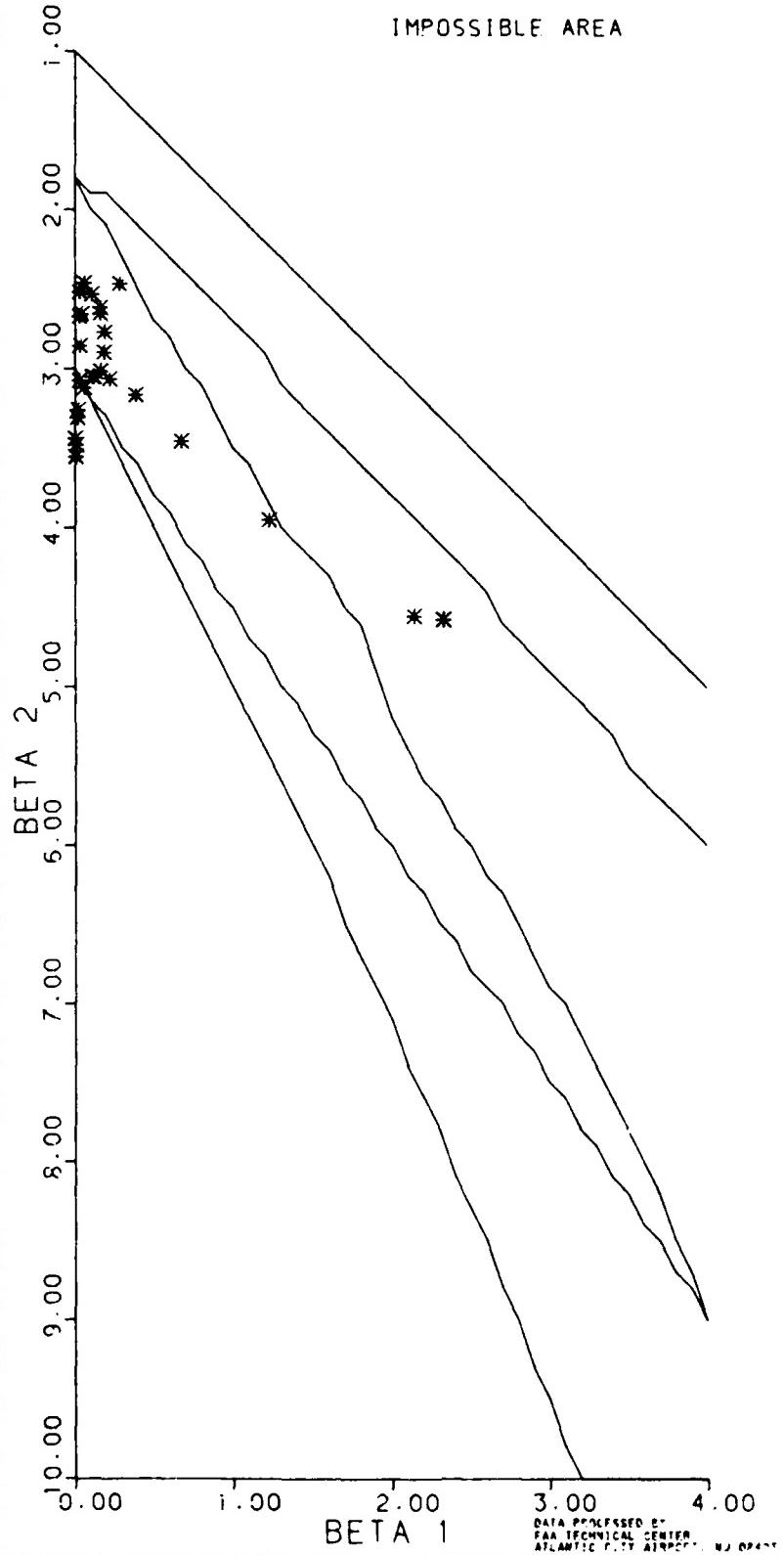
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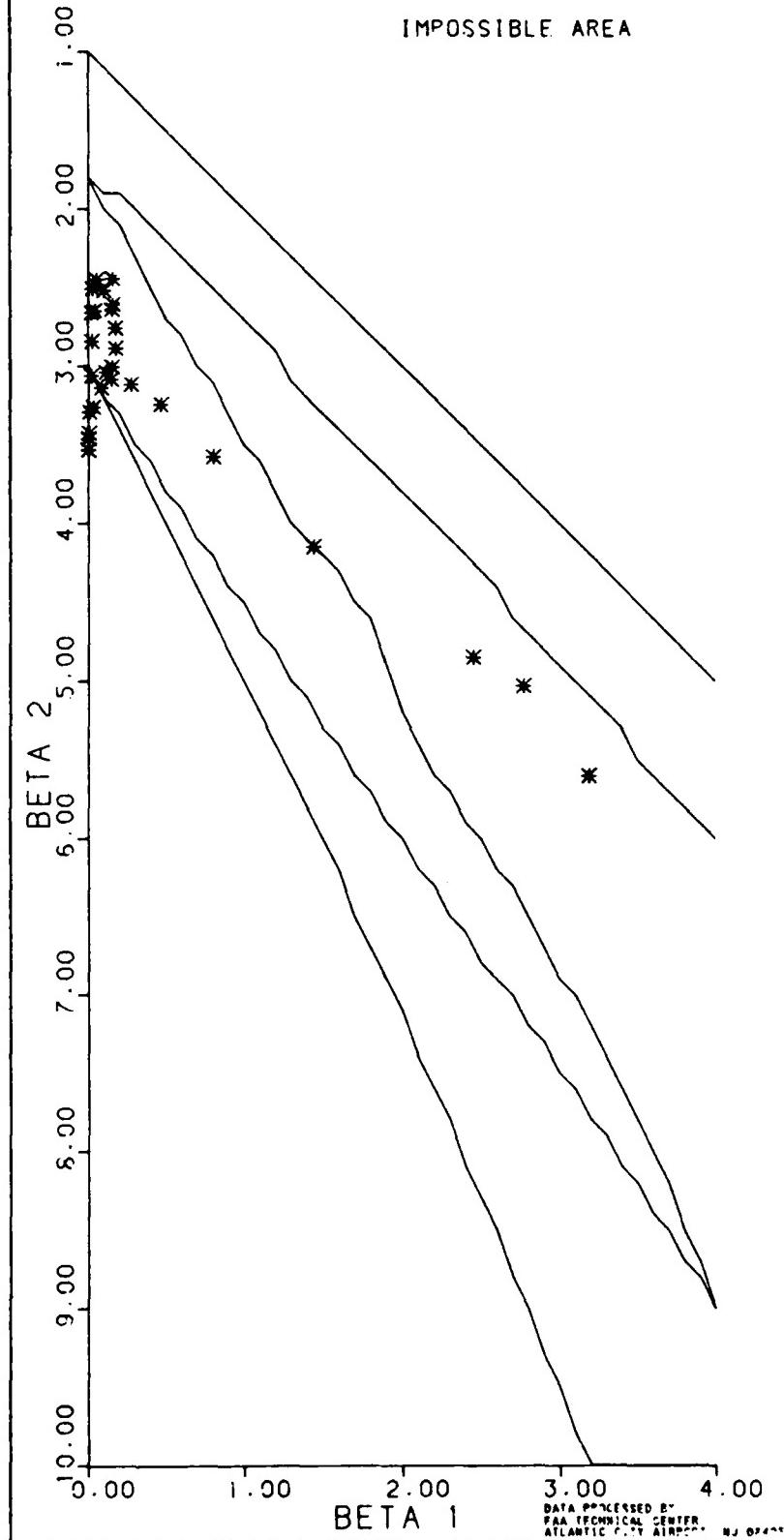
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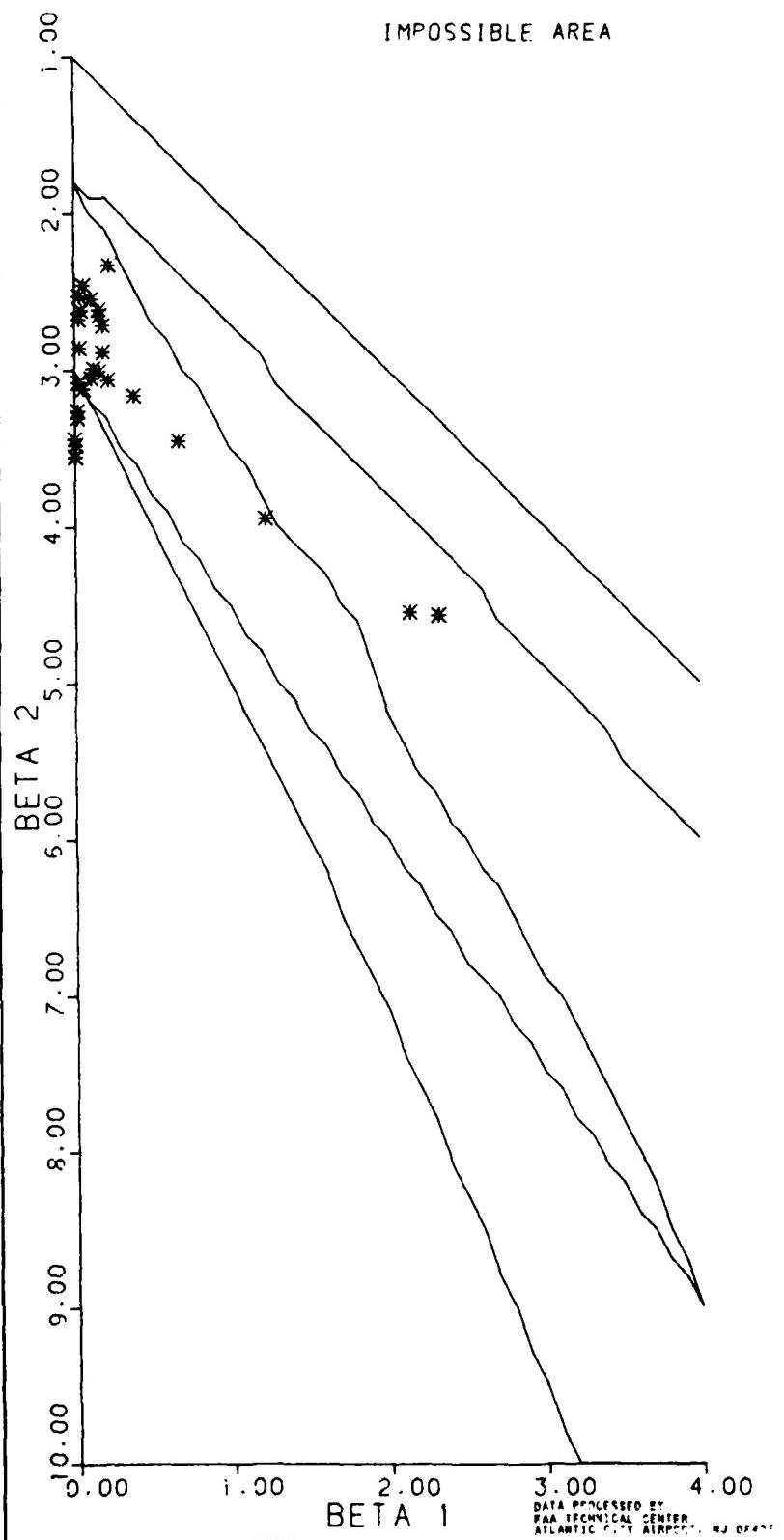
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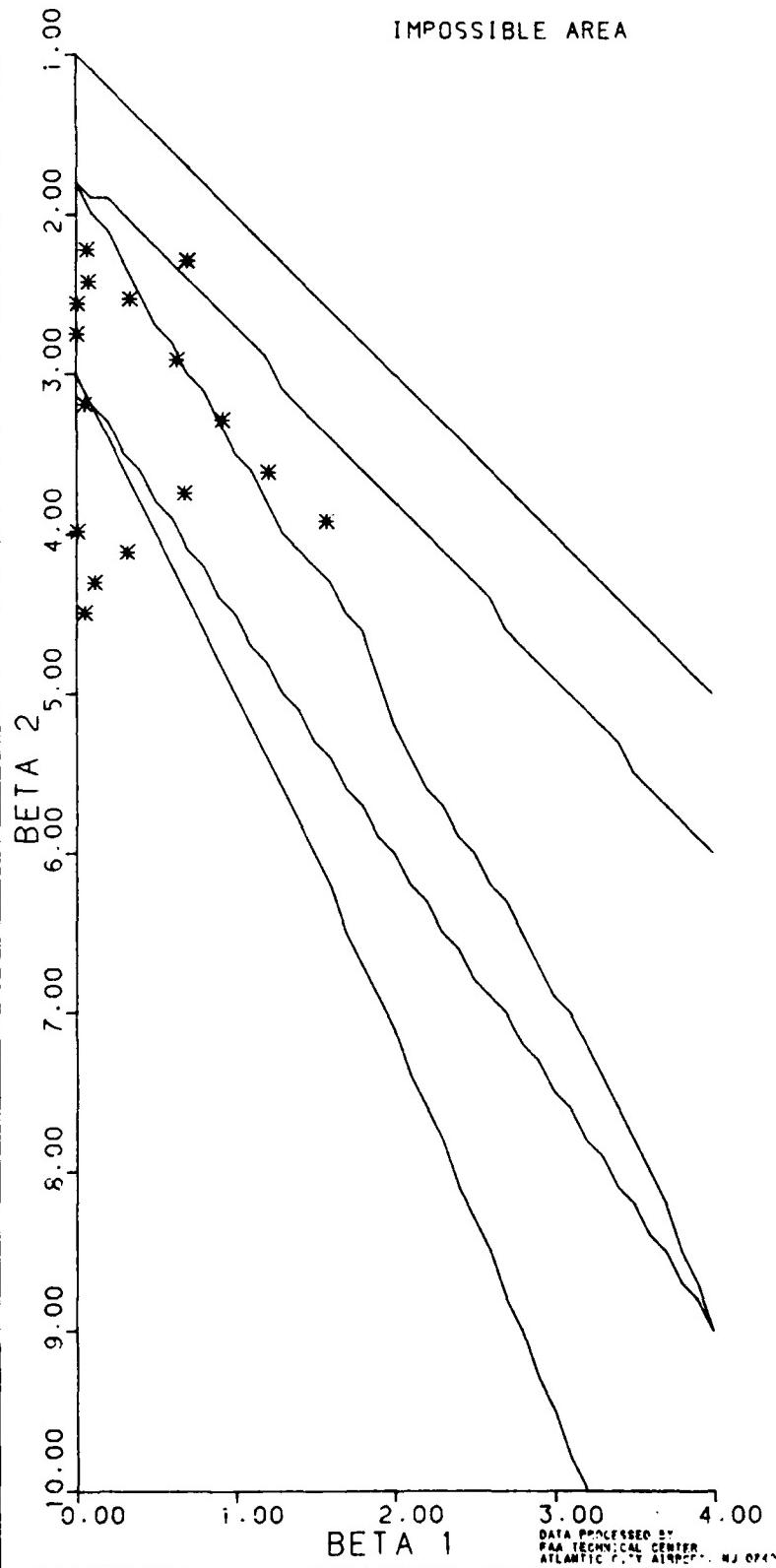
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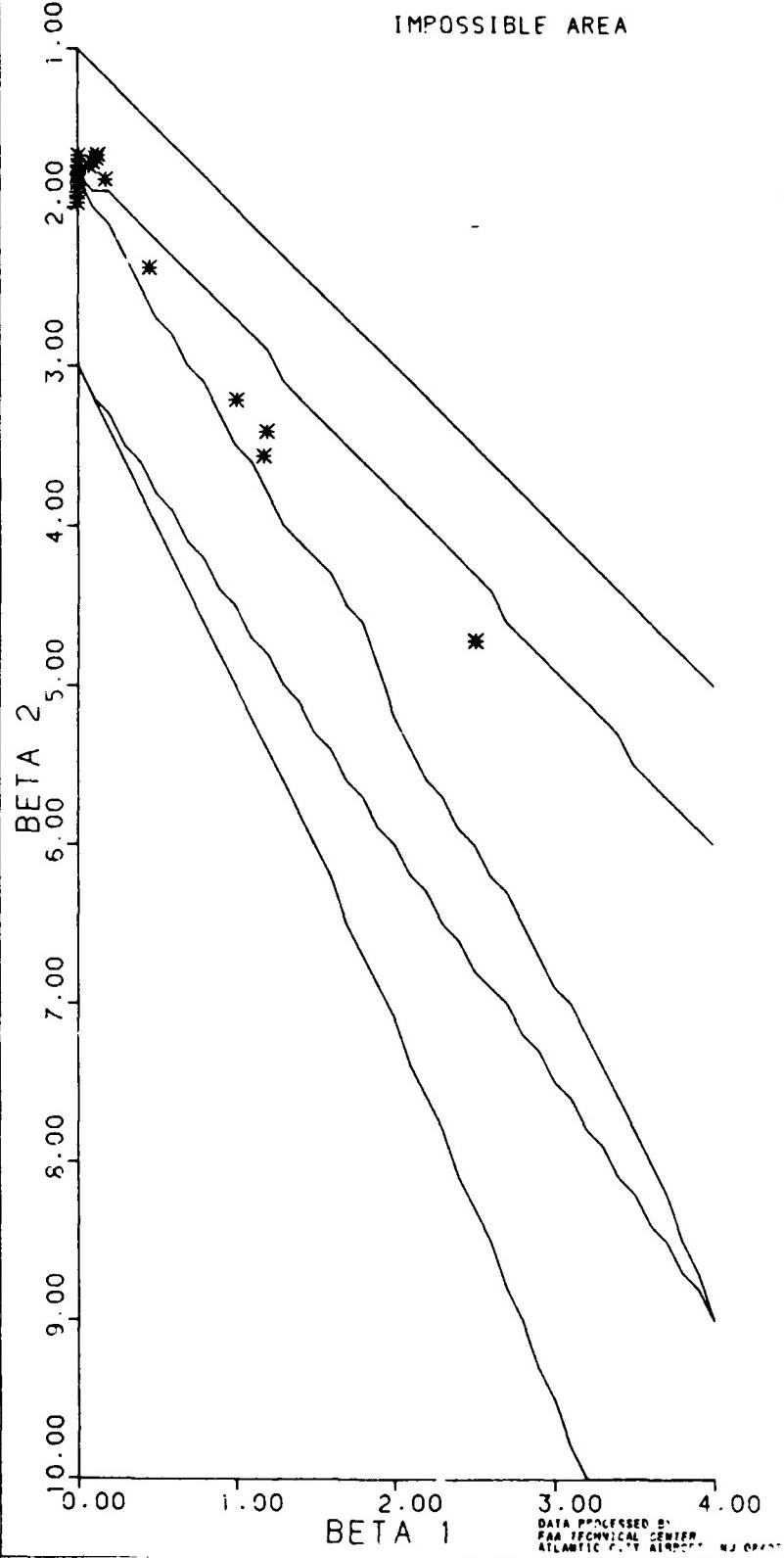
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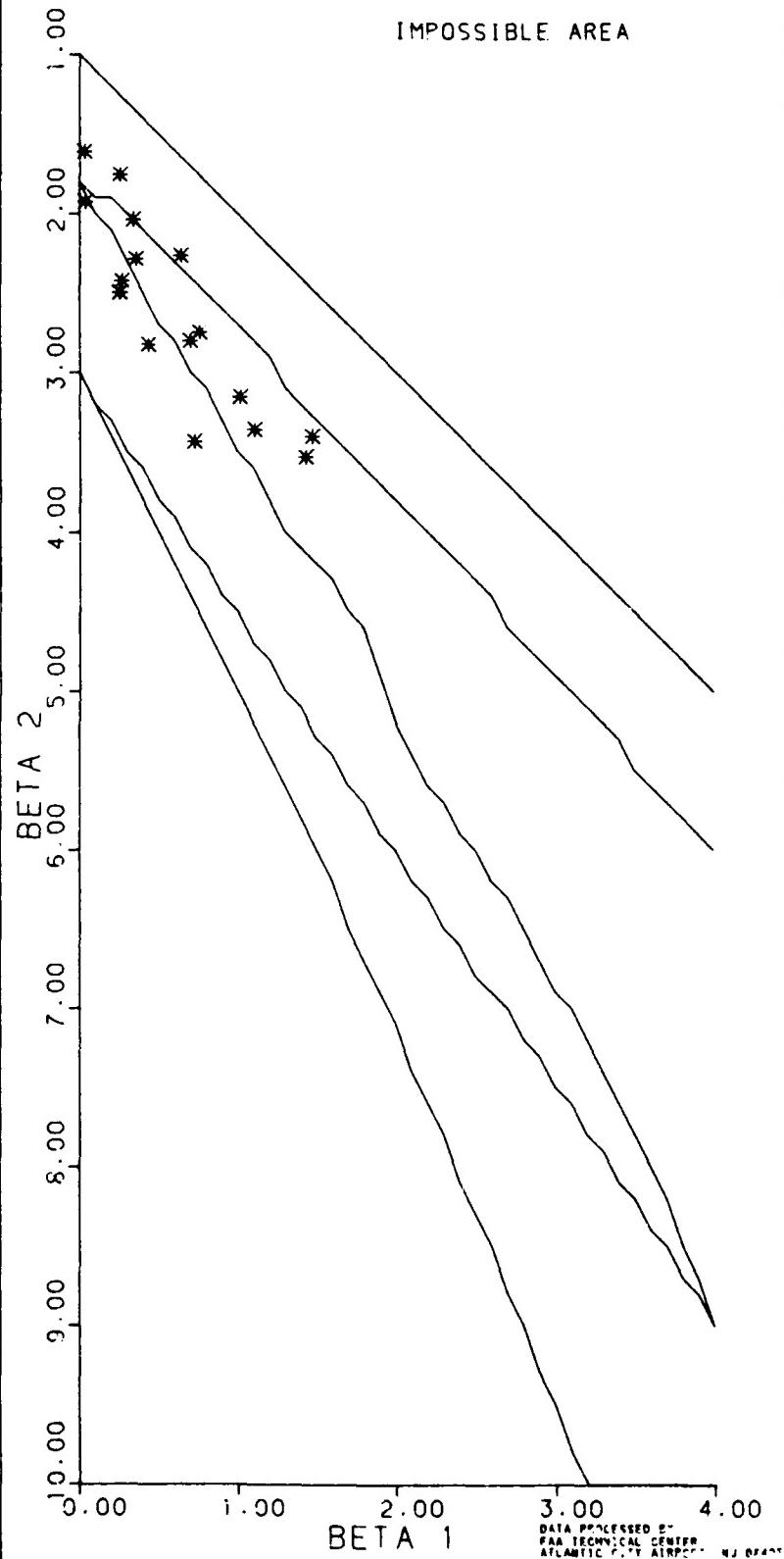
VMC DISTRIBUTION ANALYSIS -- S76 ONLY  
7.125 DEGREE CURVED APPROACHES  
CROSSTRACK POSITION (FT)



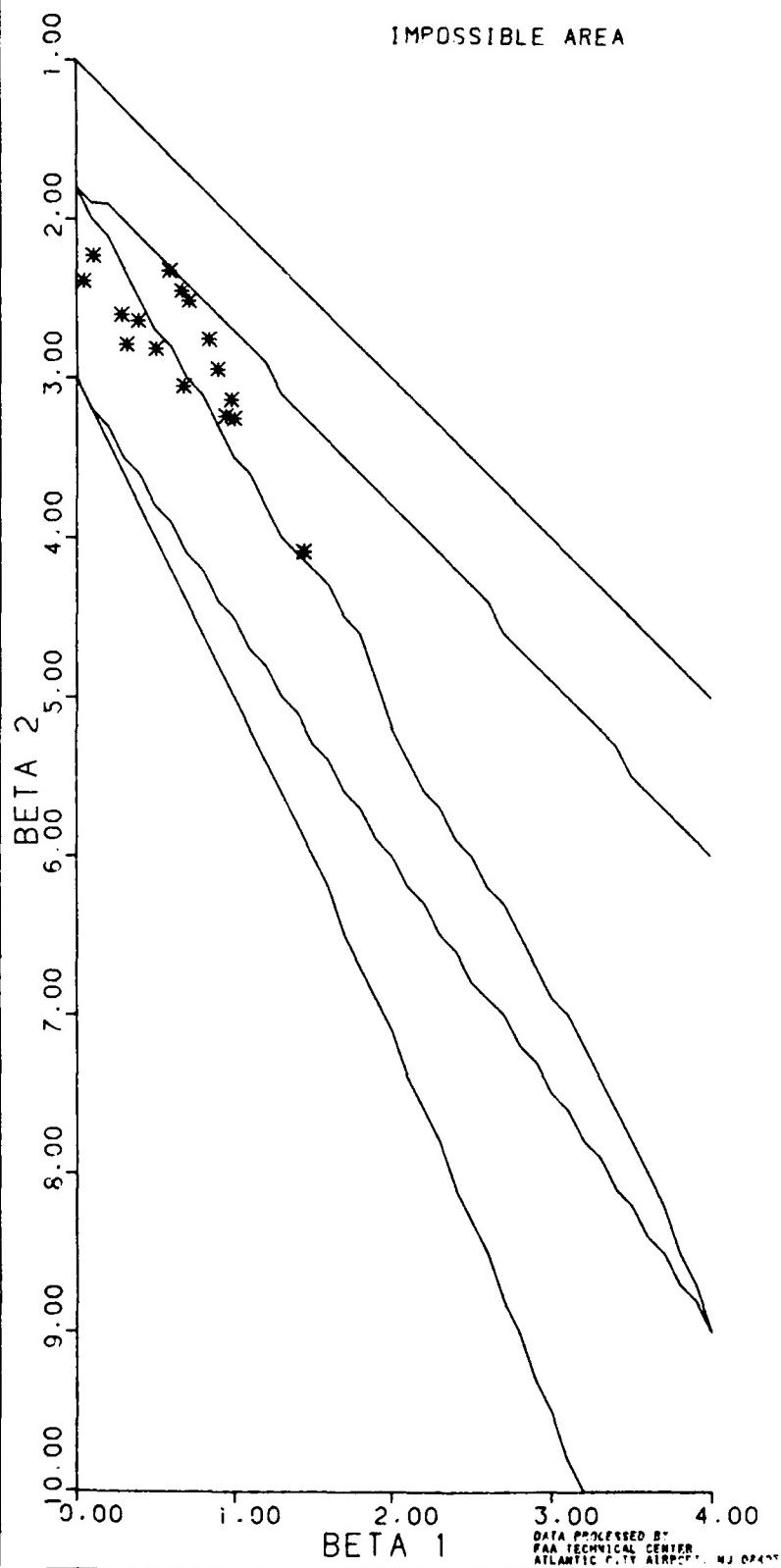
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ALTITUDE (FT)



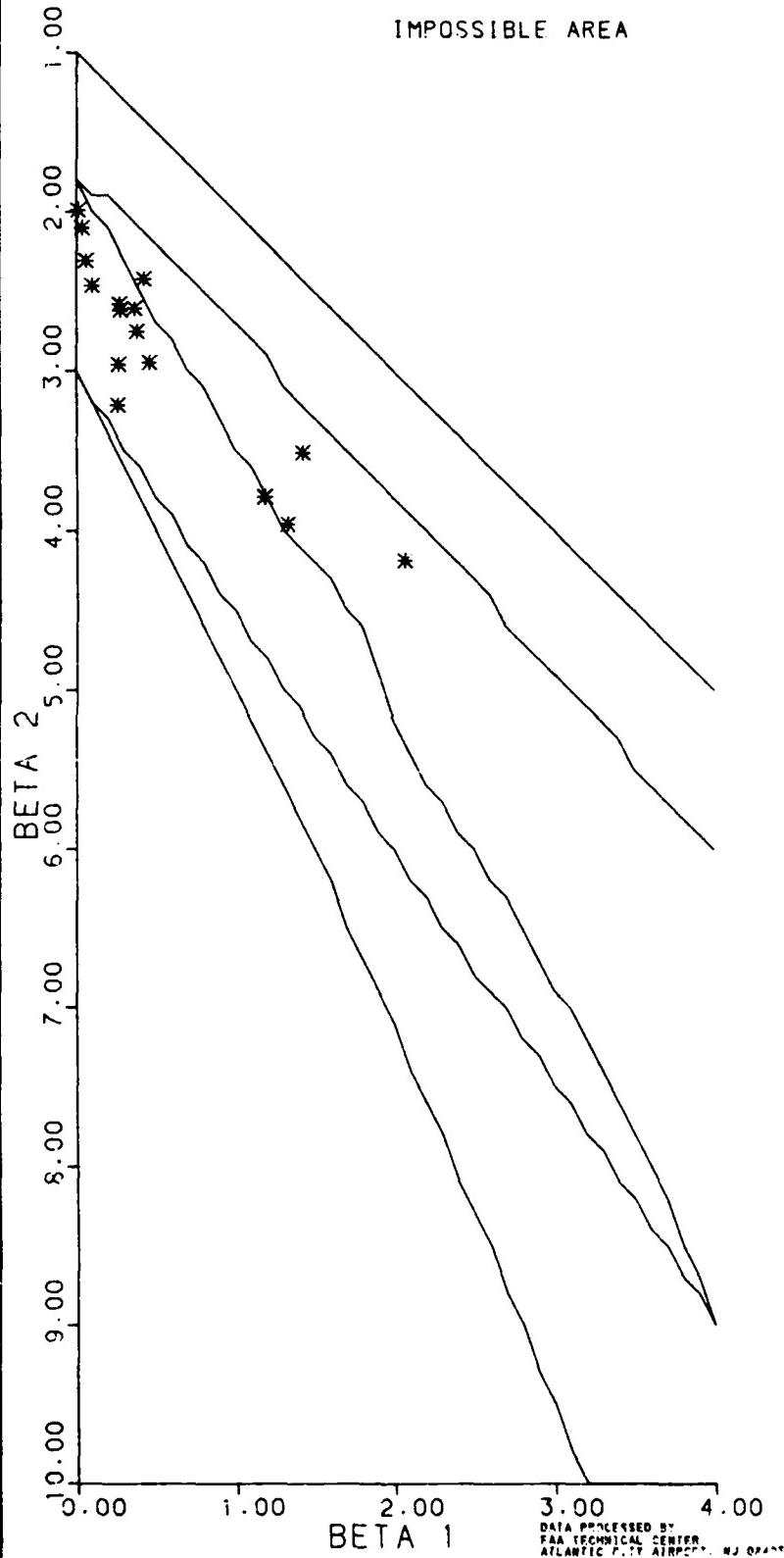
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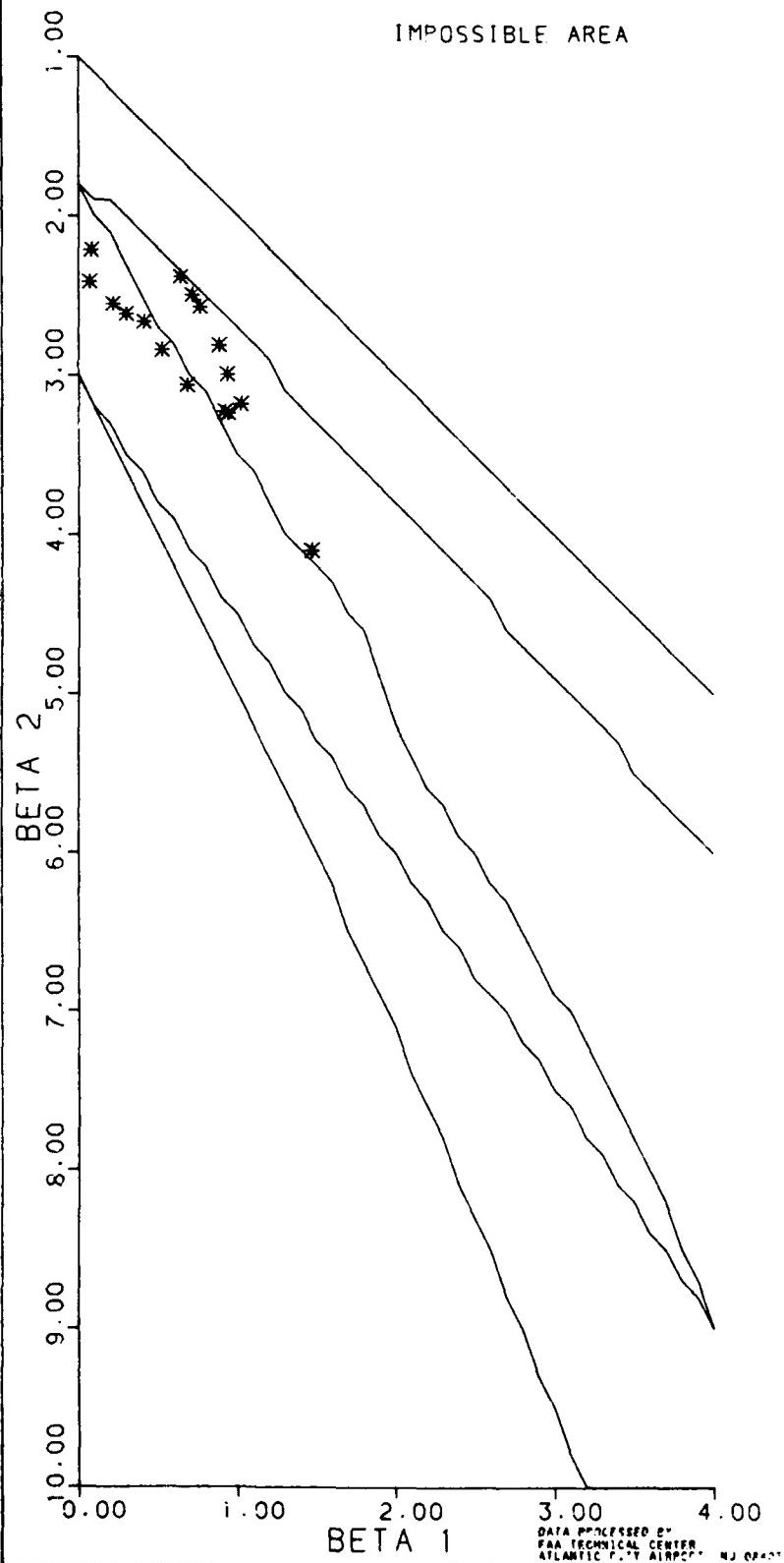
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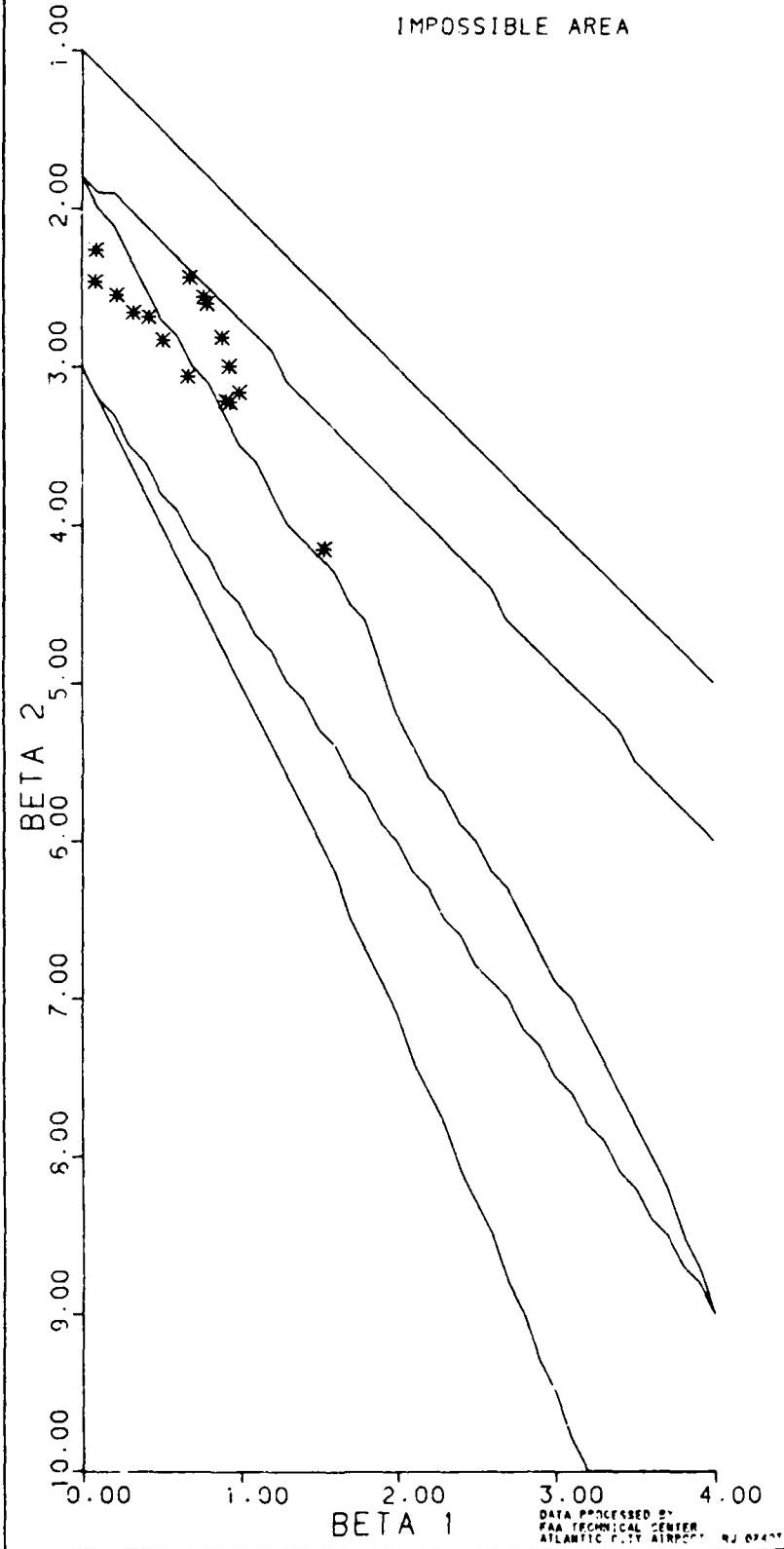
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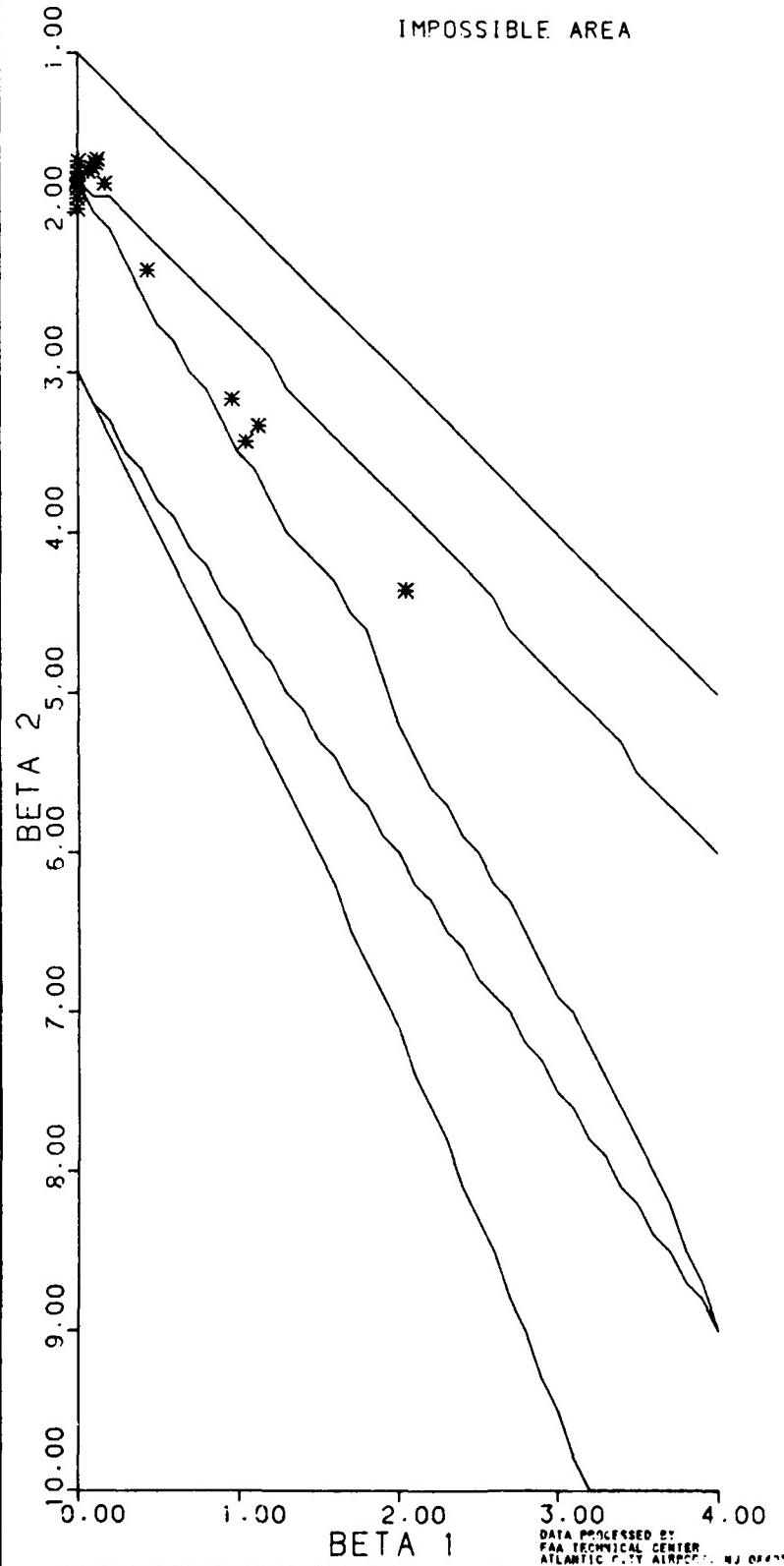
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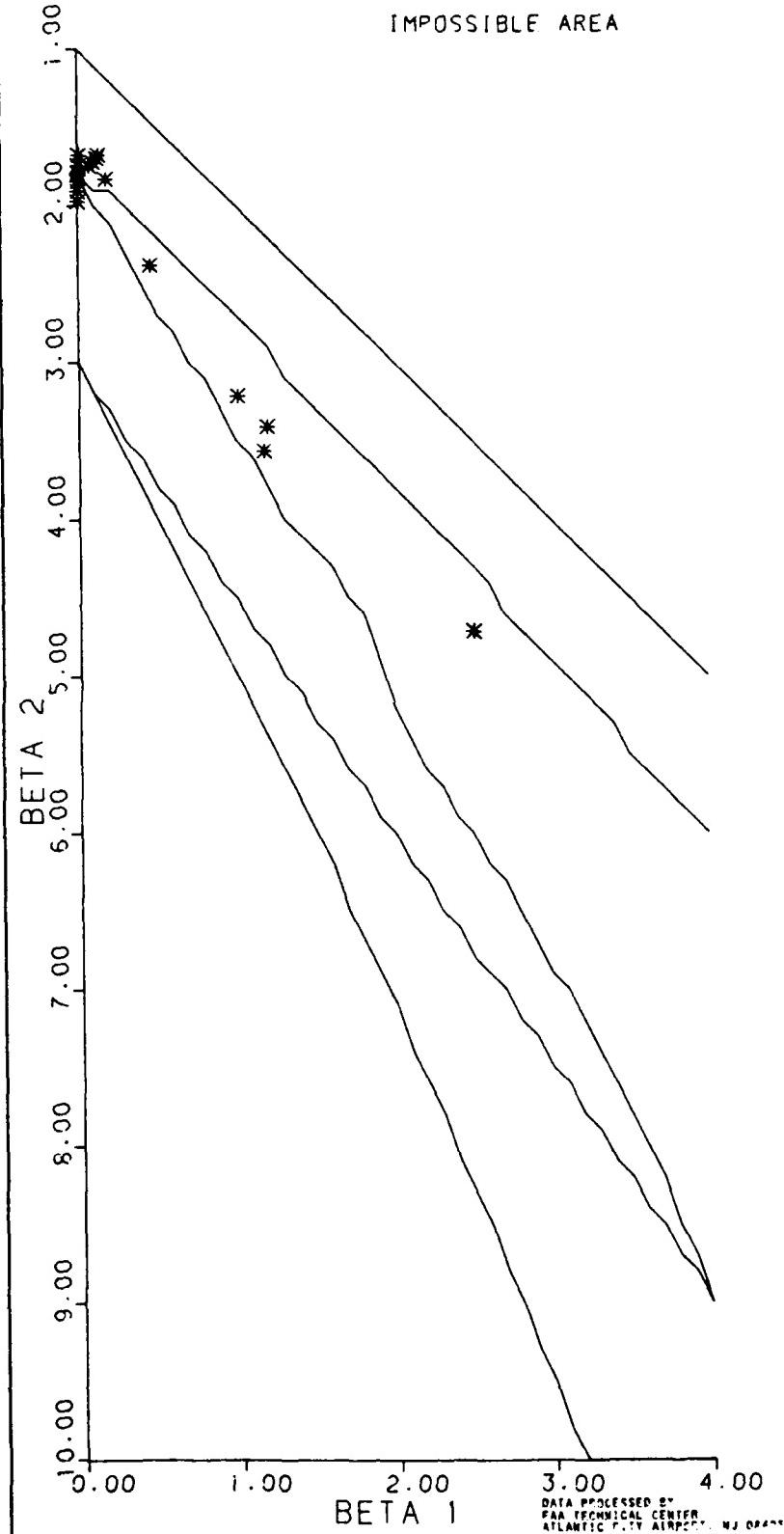
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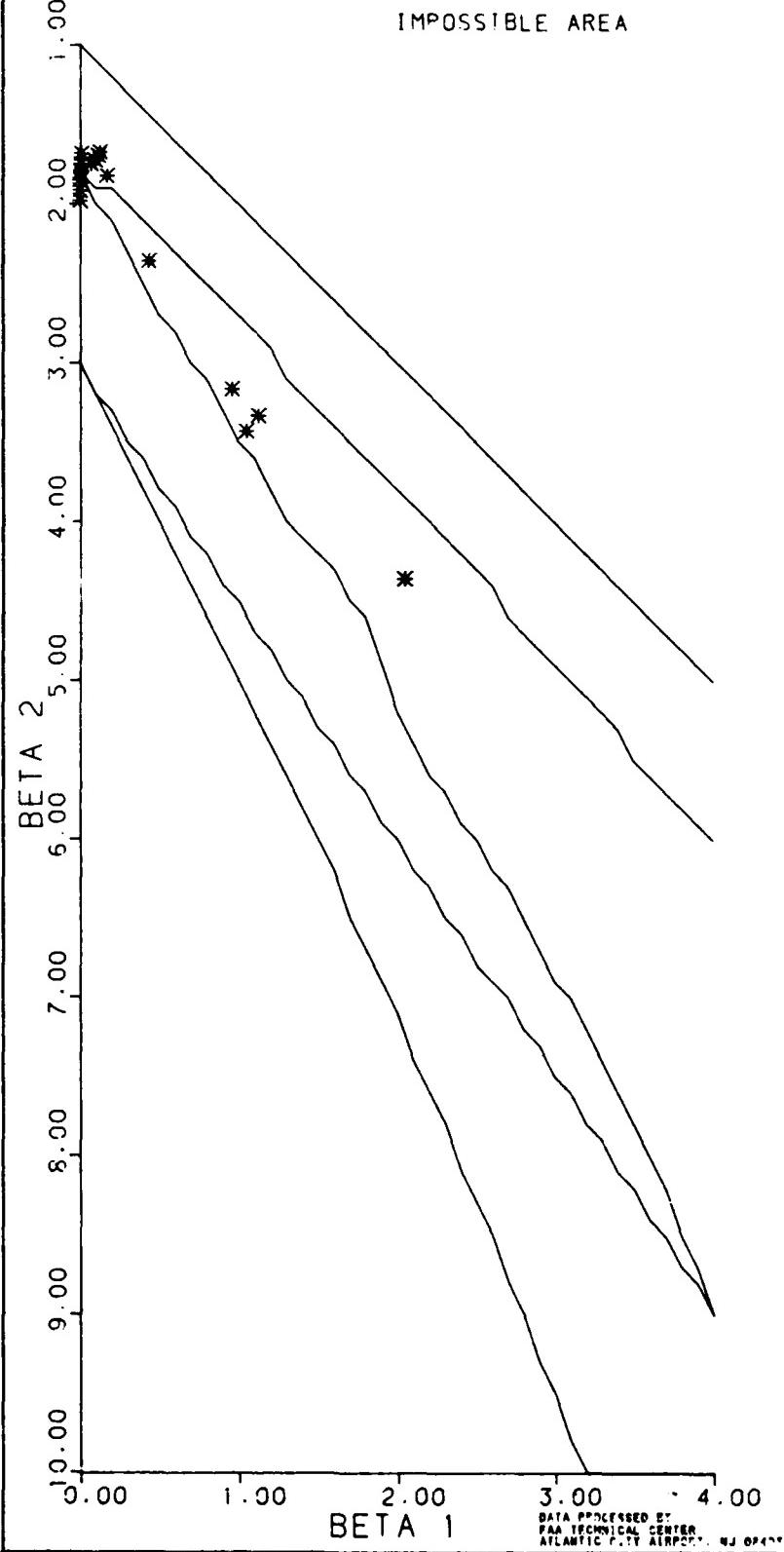
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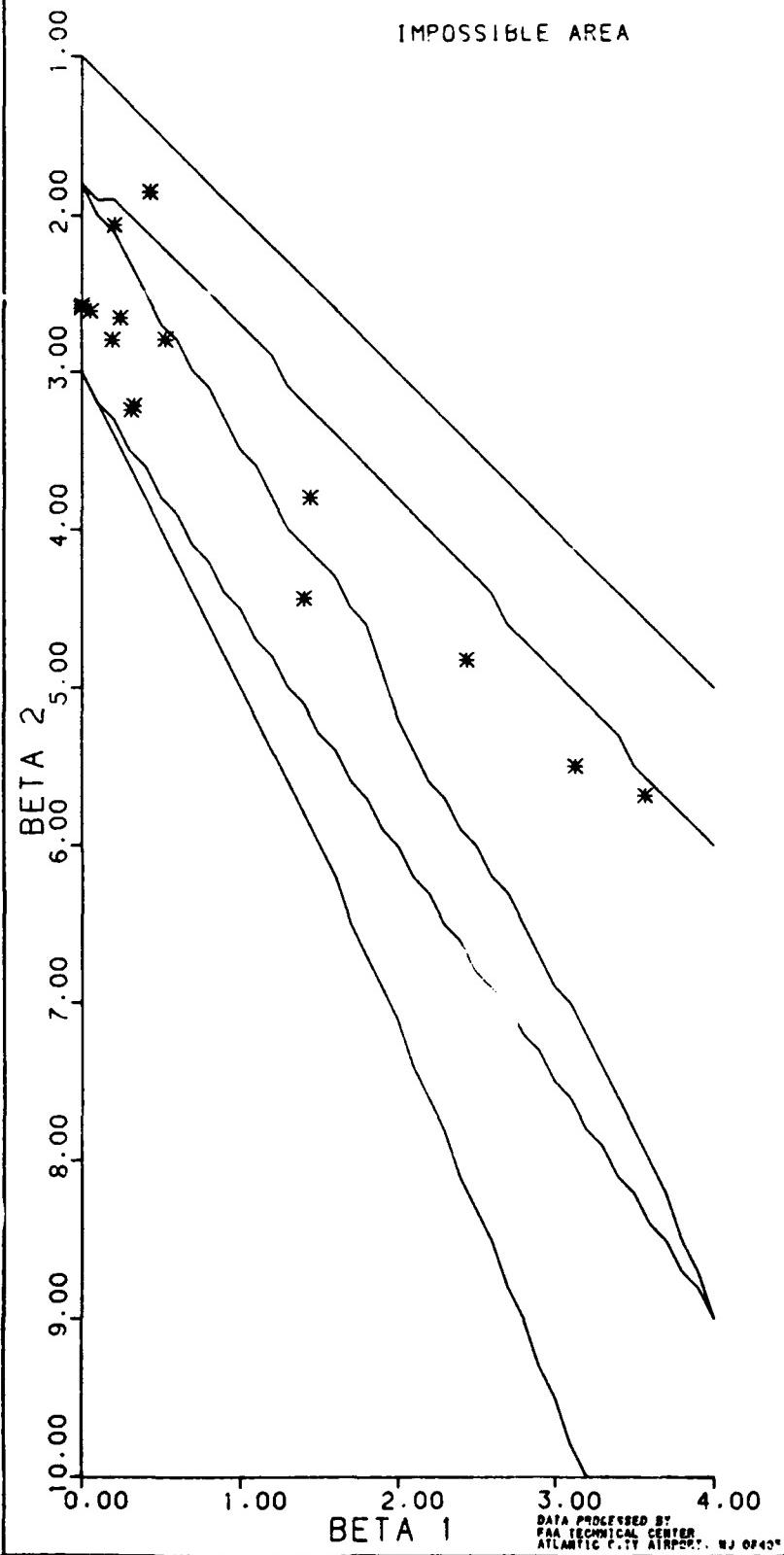
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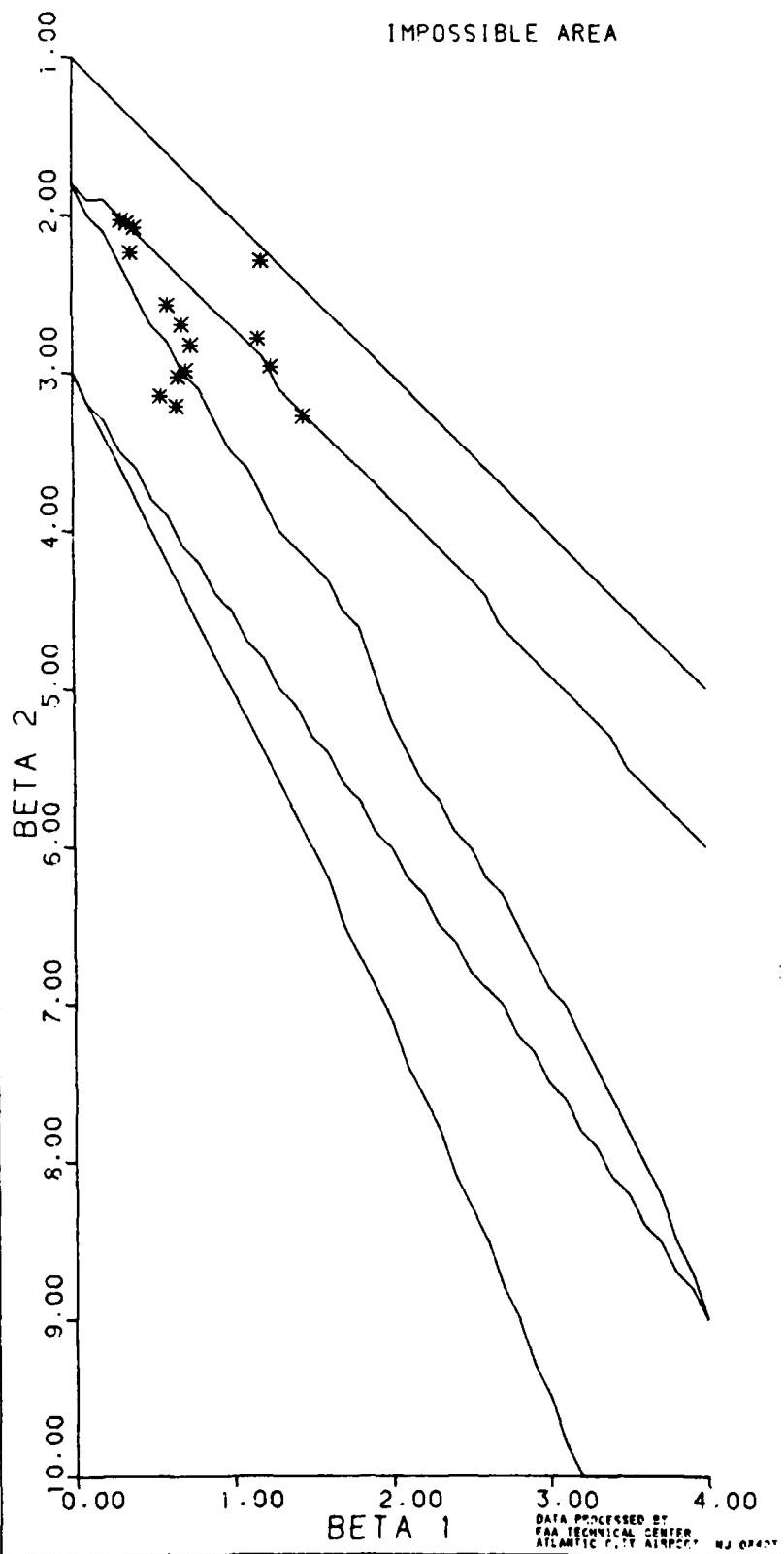
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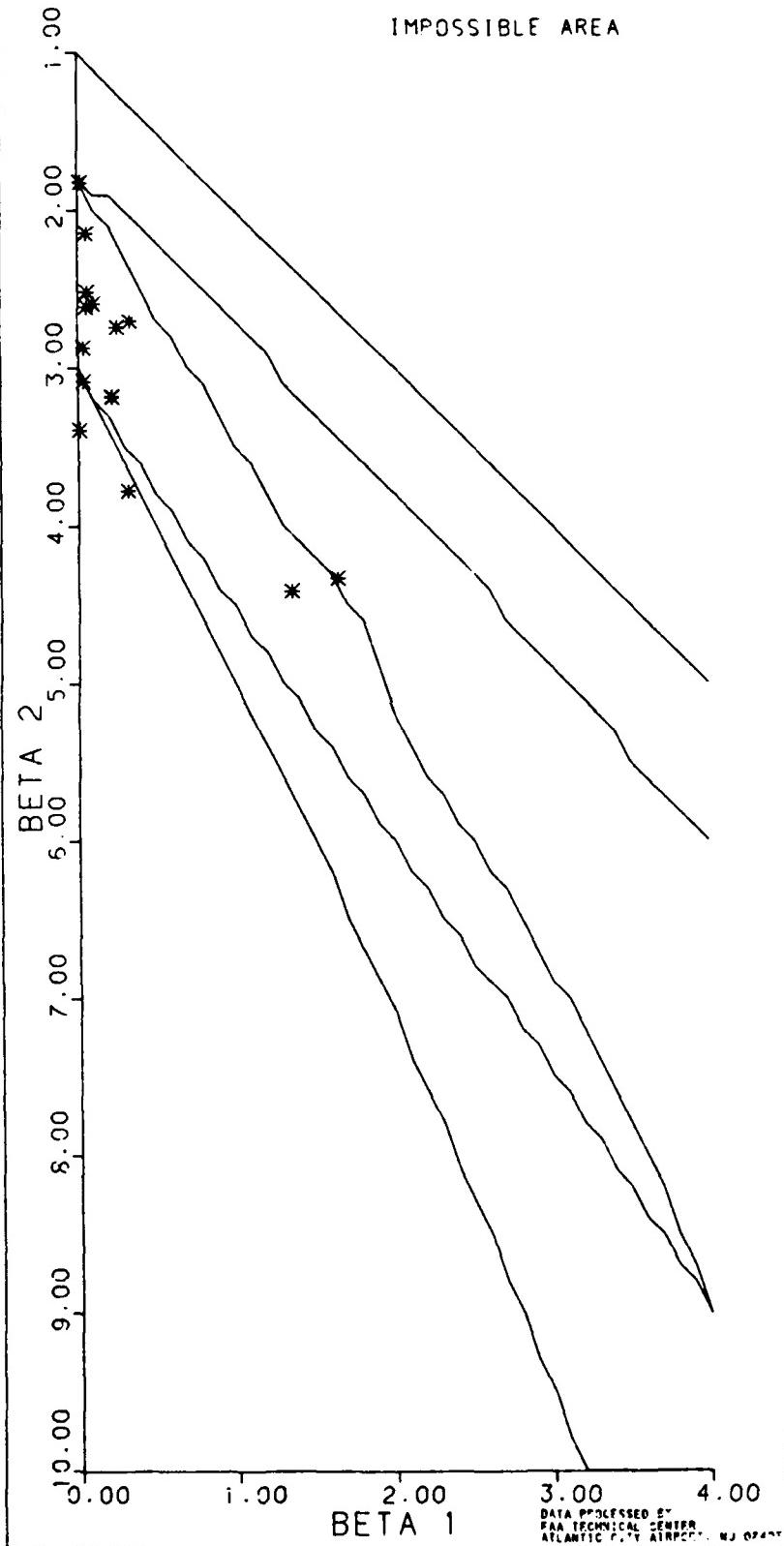
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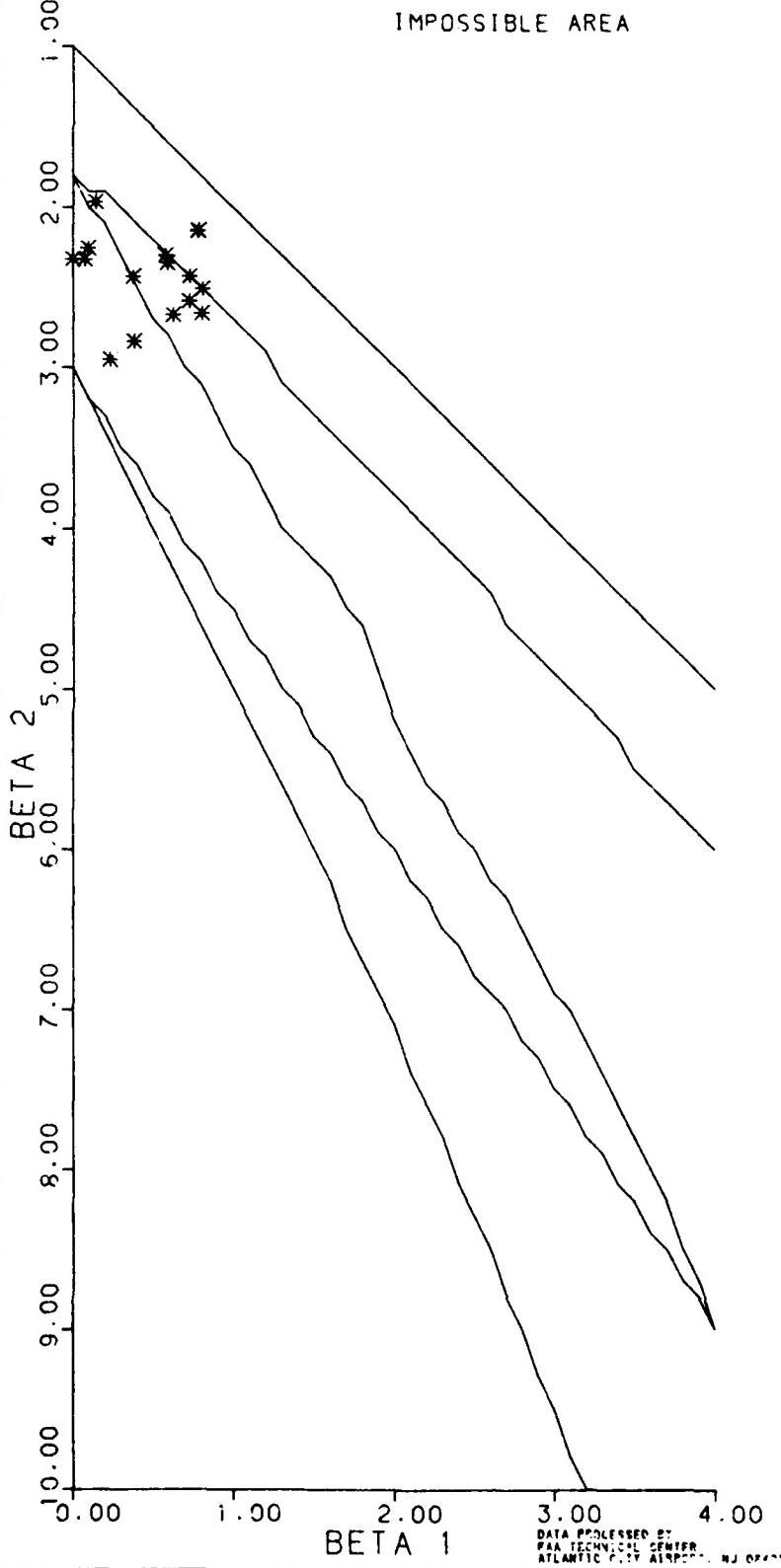
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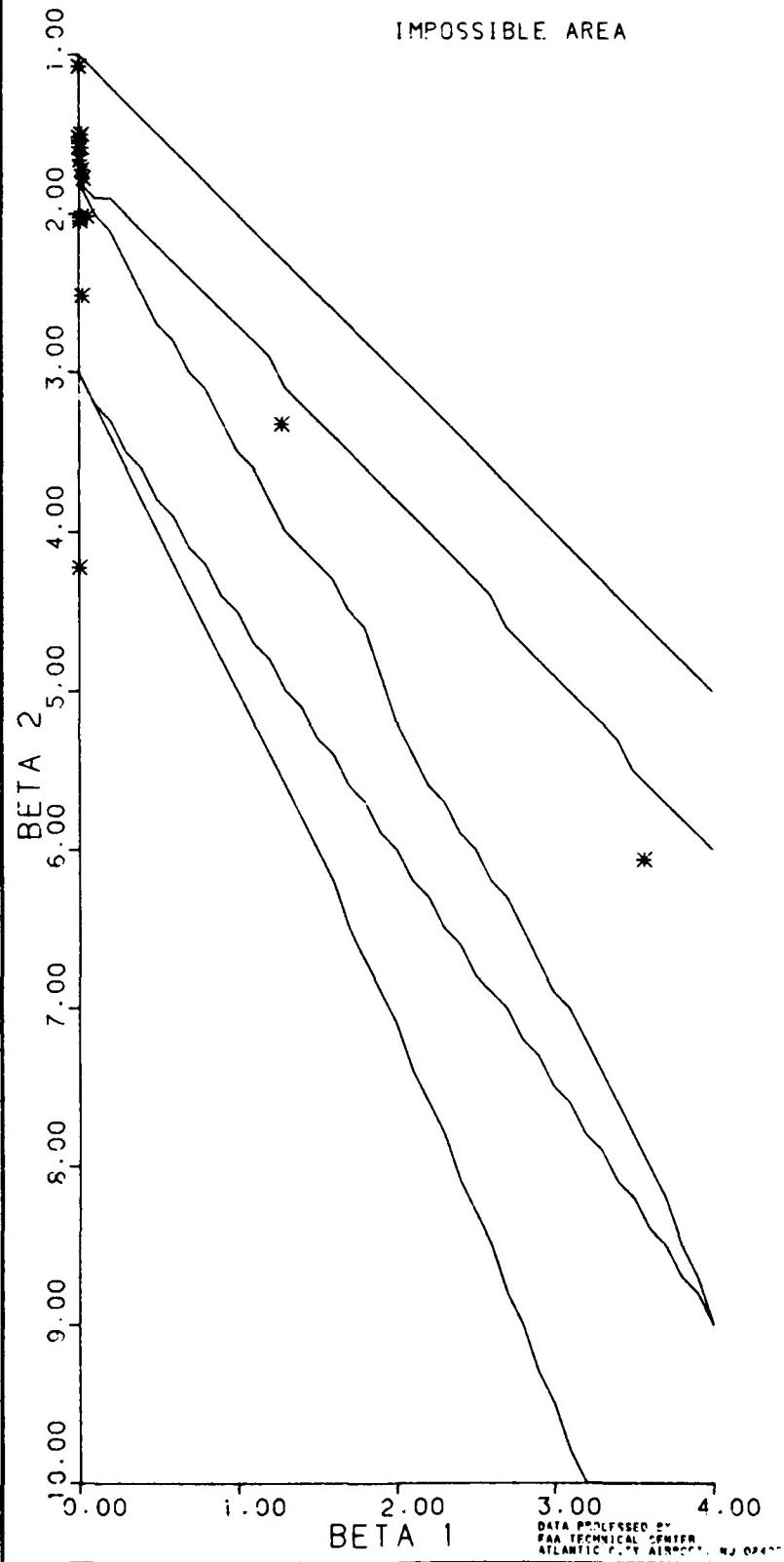
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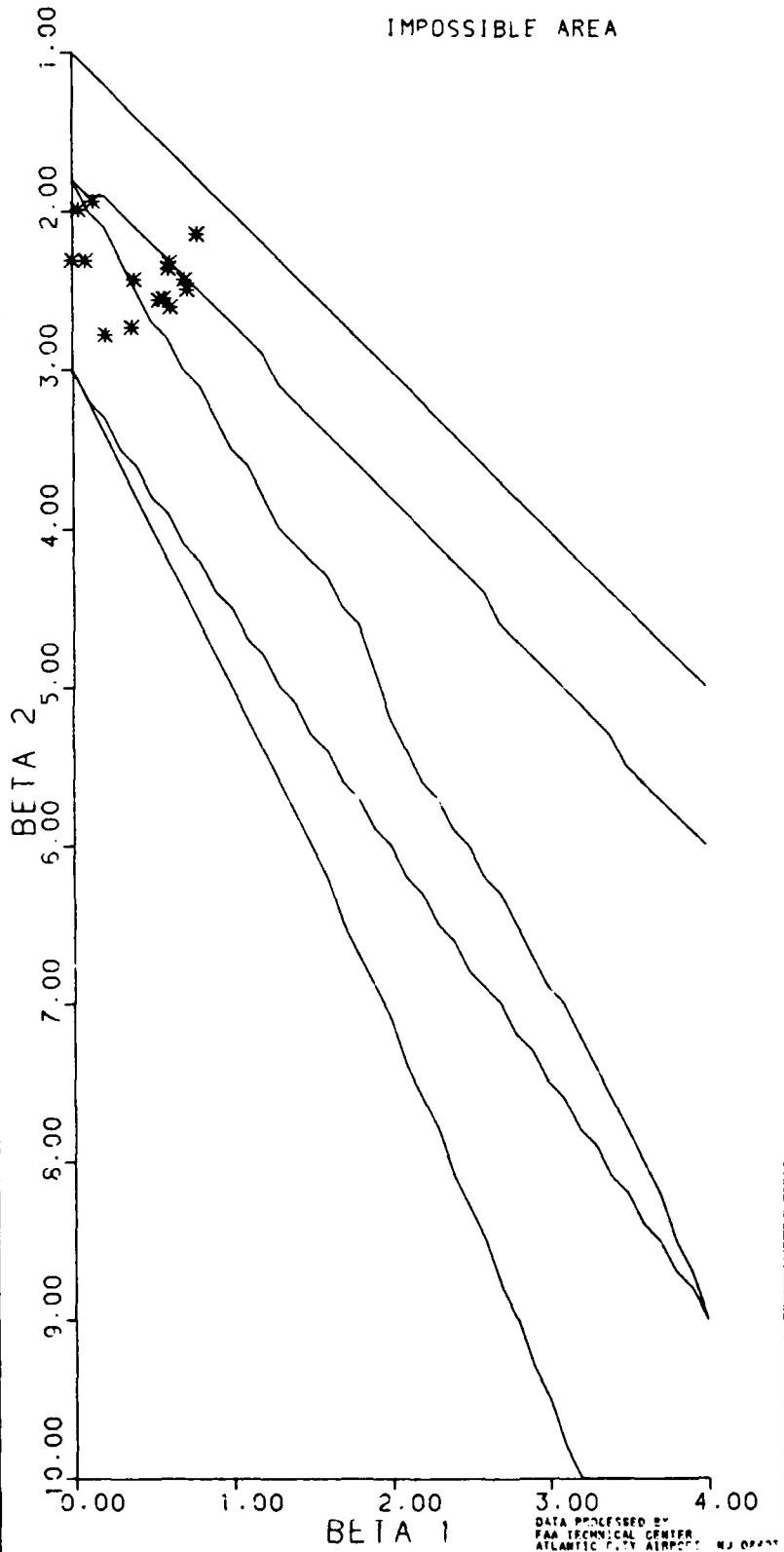
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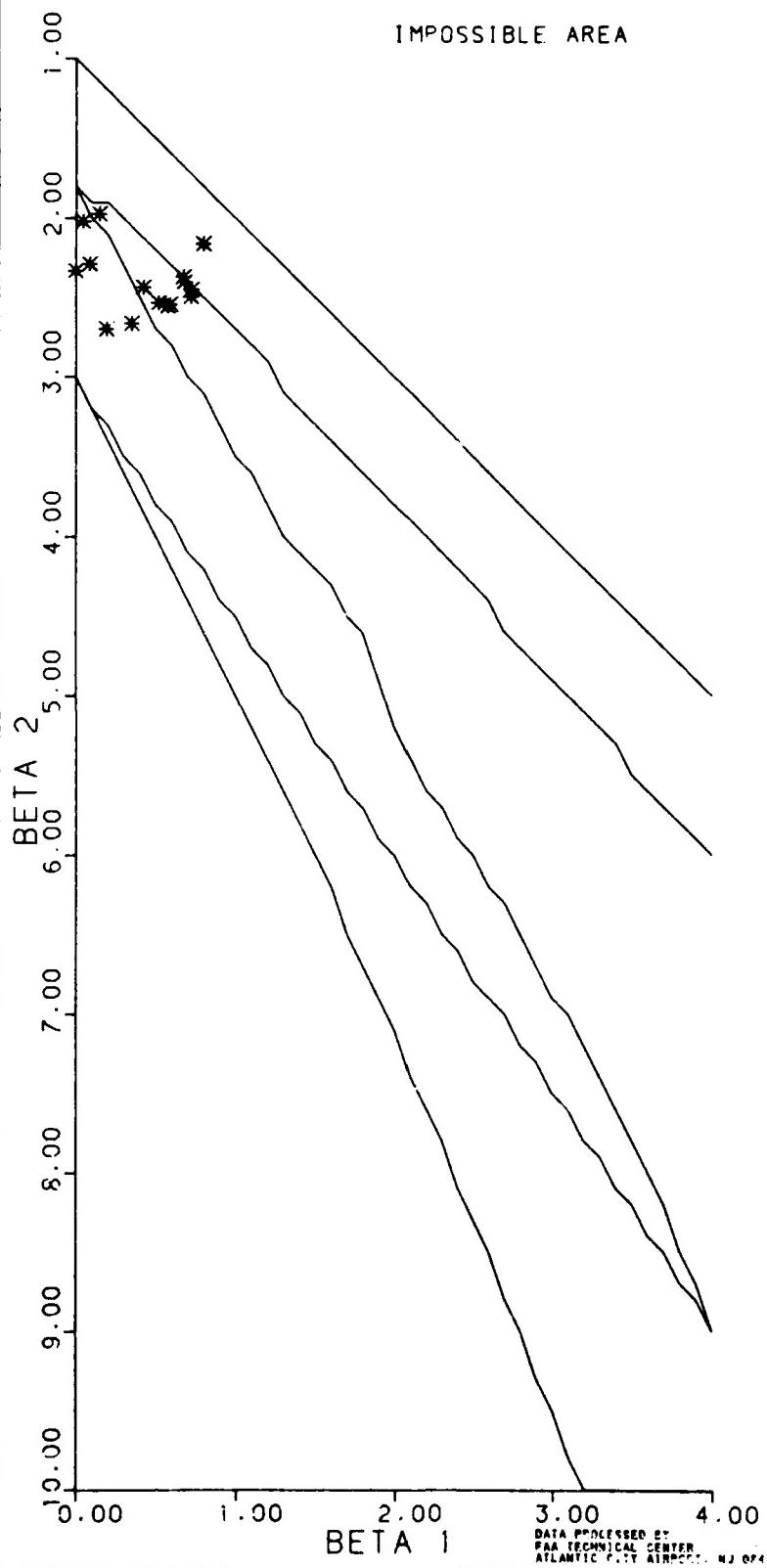
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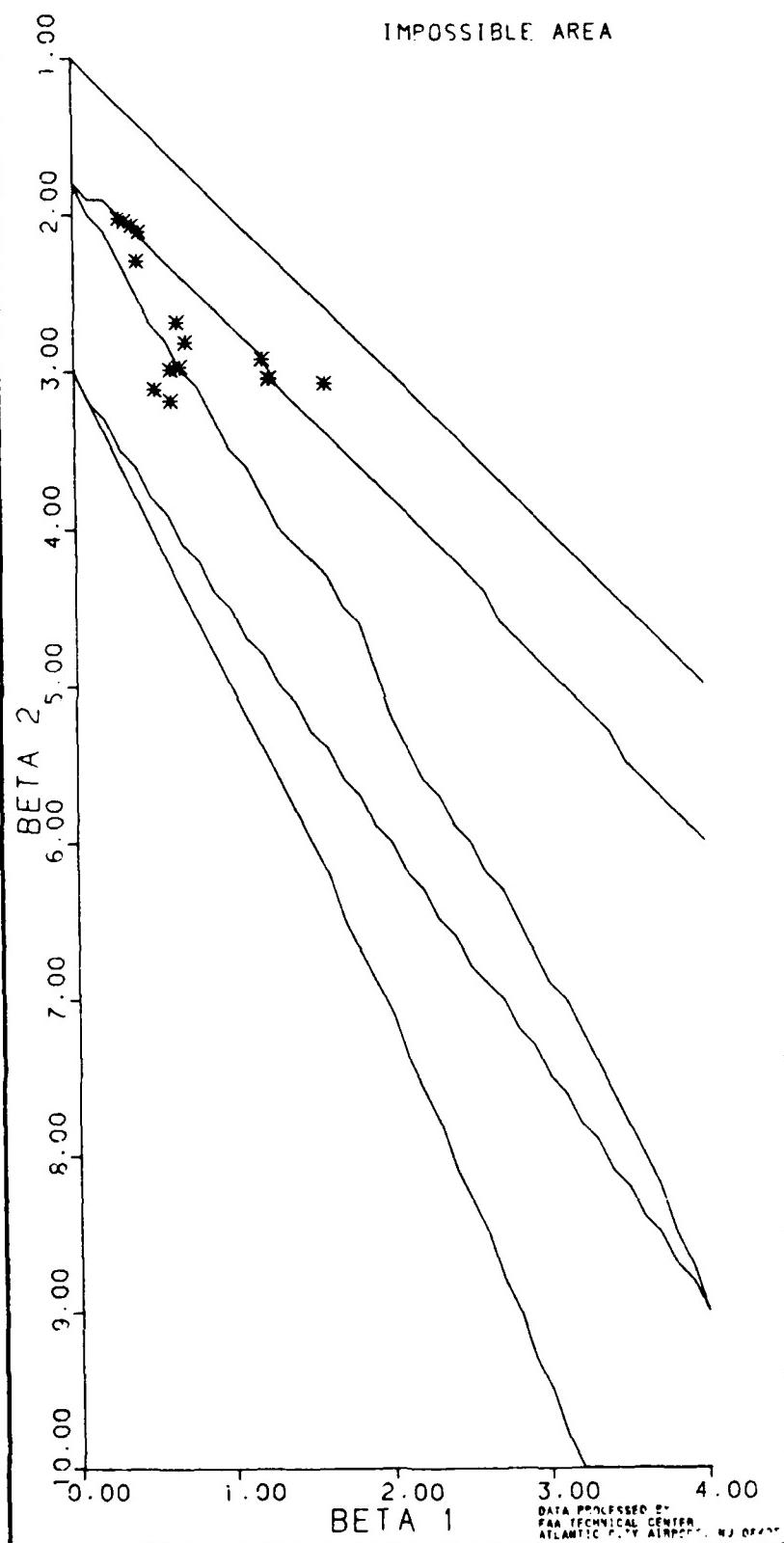
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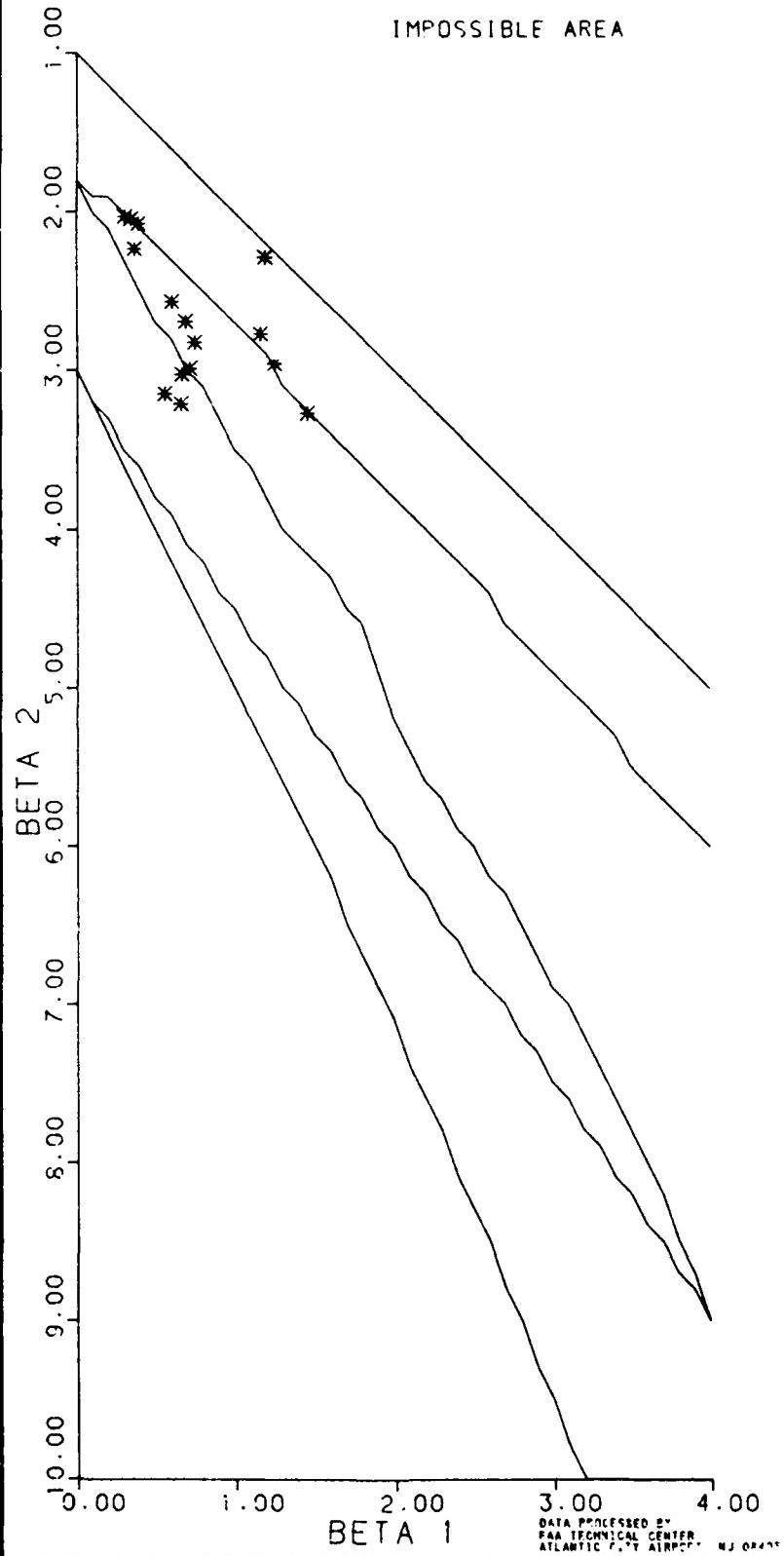
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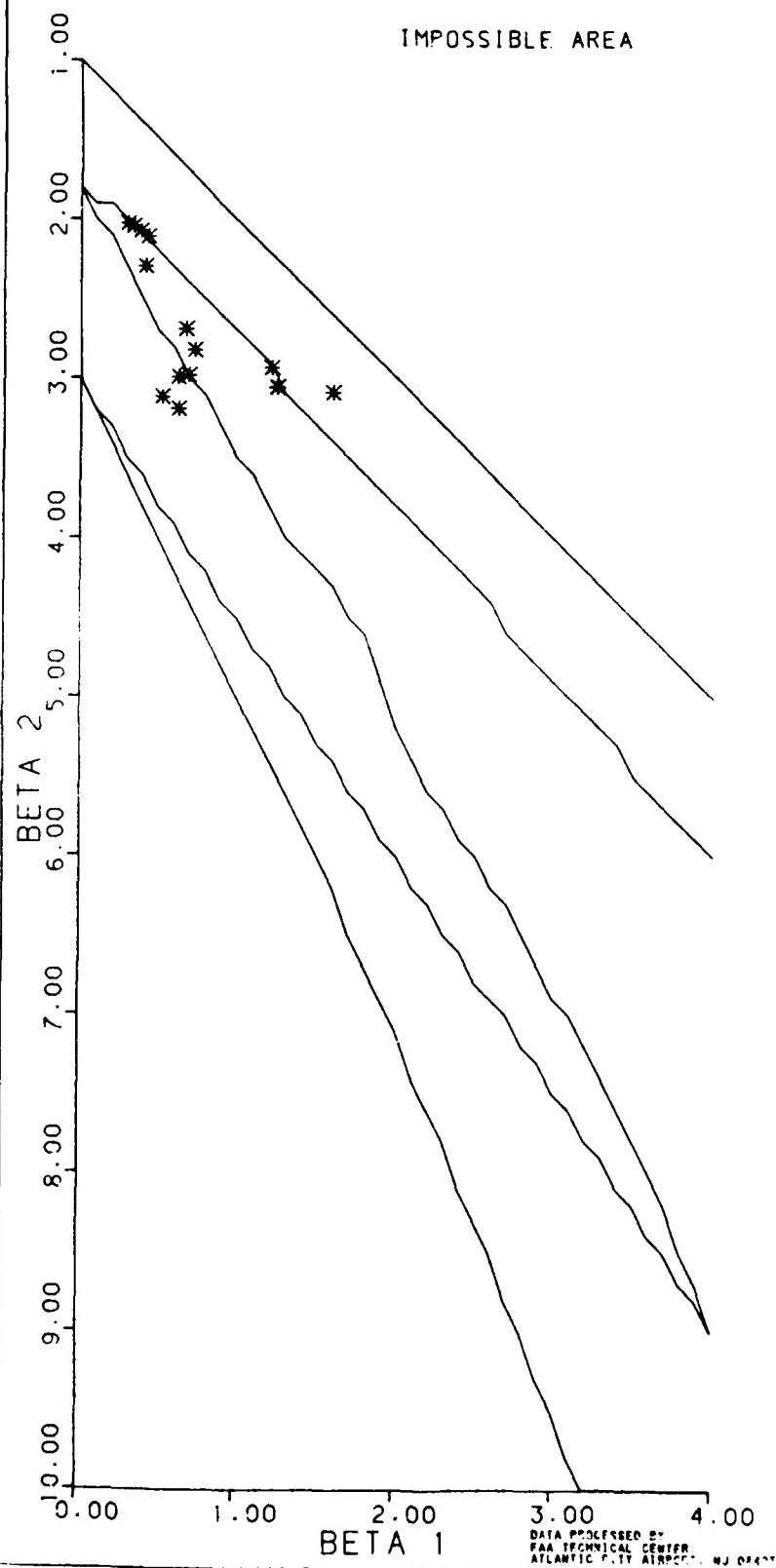
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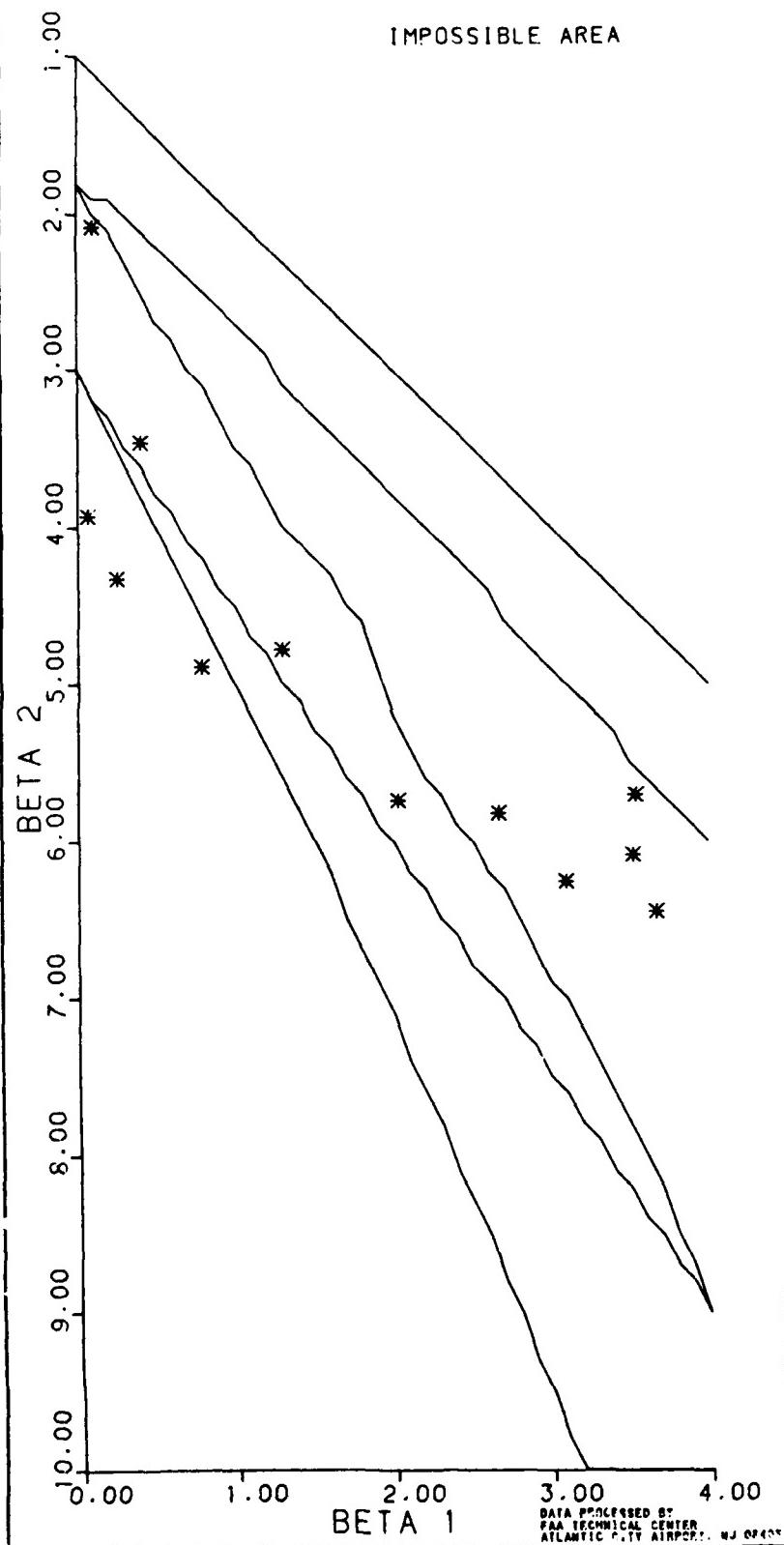
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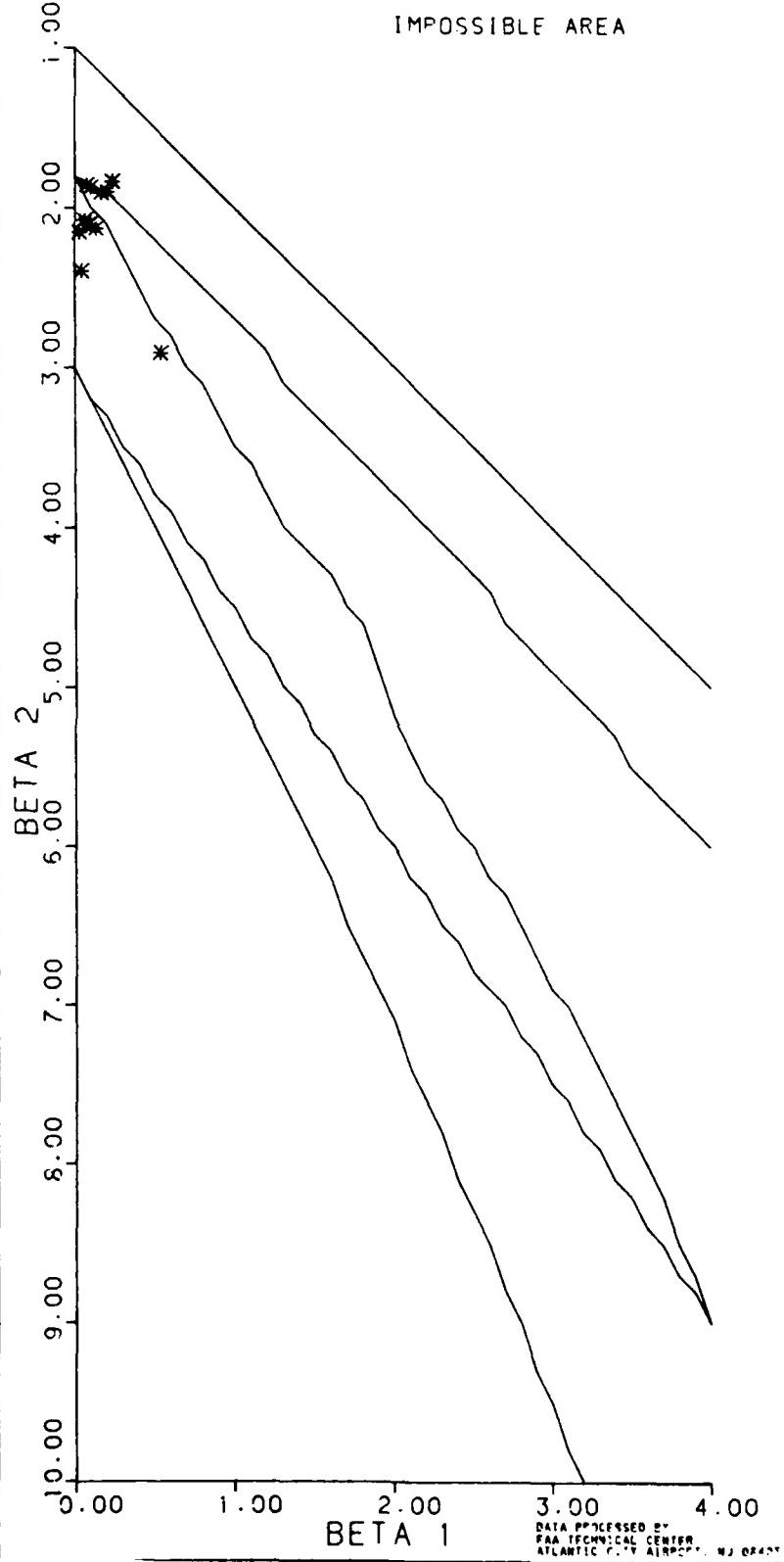
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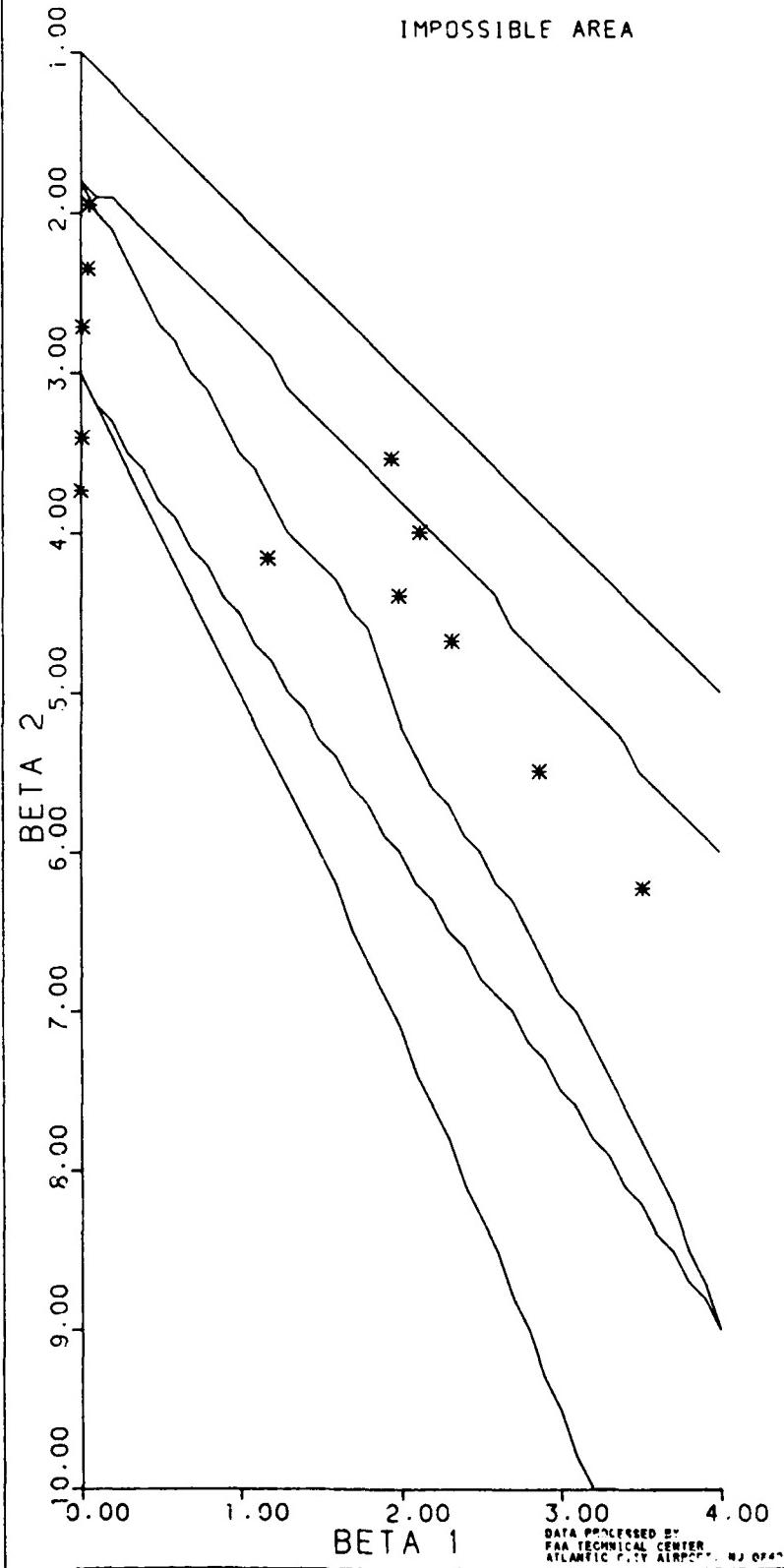
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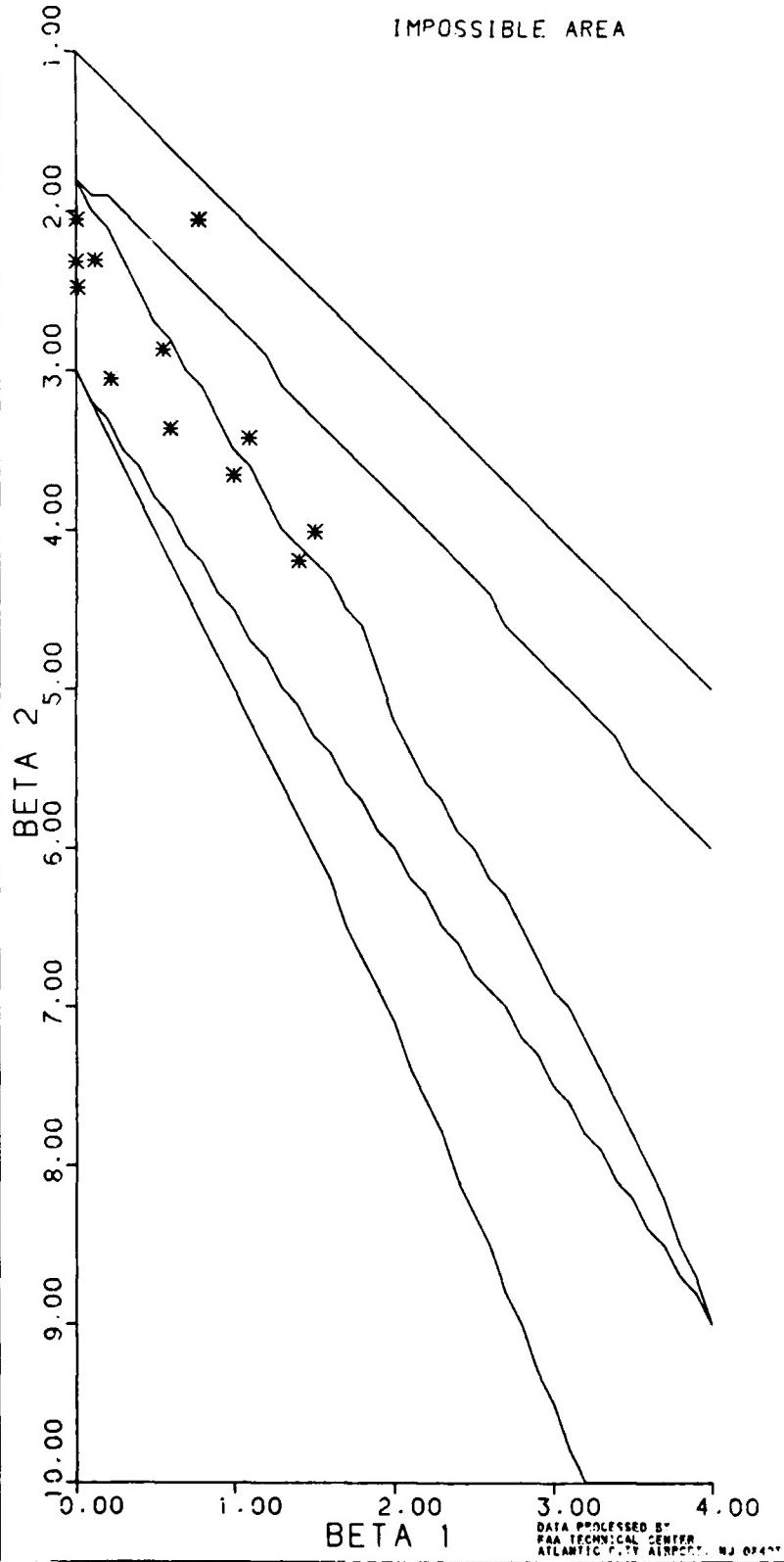
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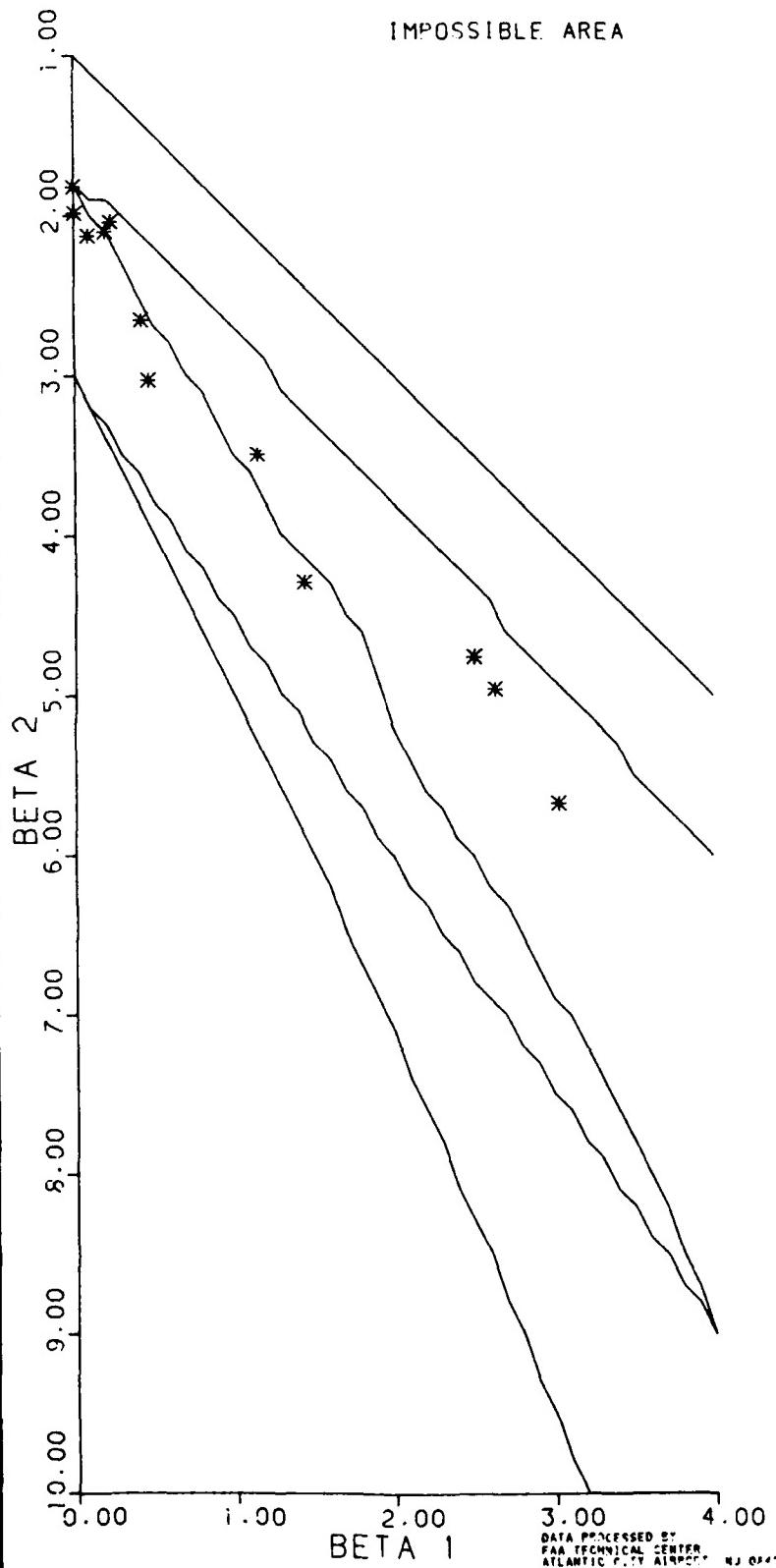
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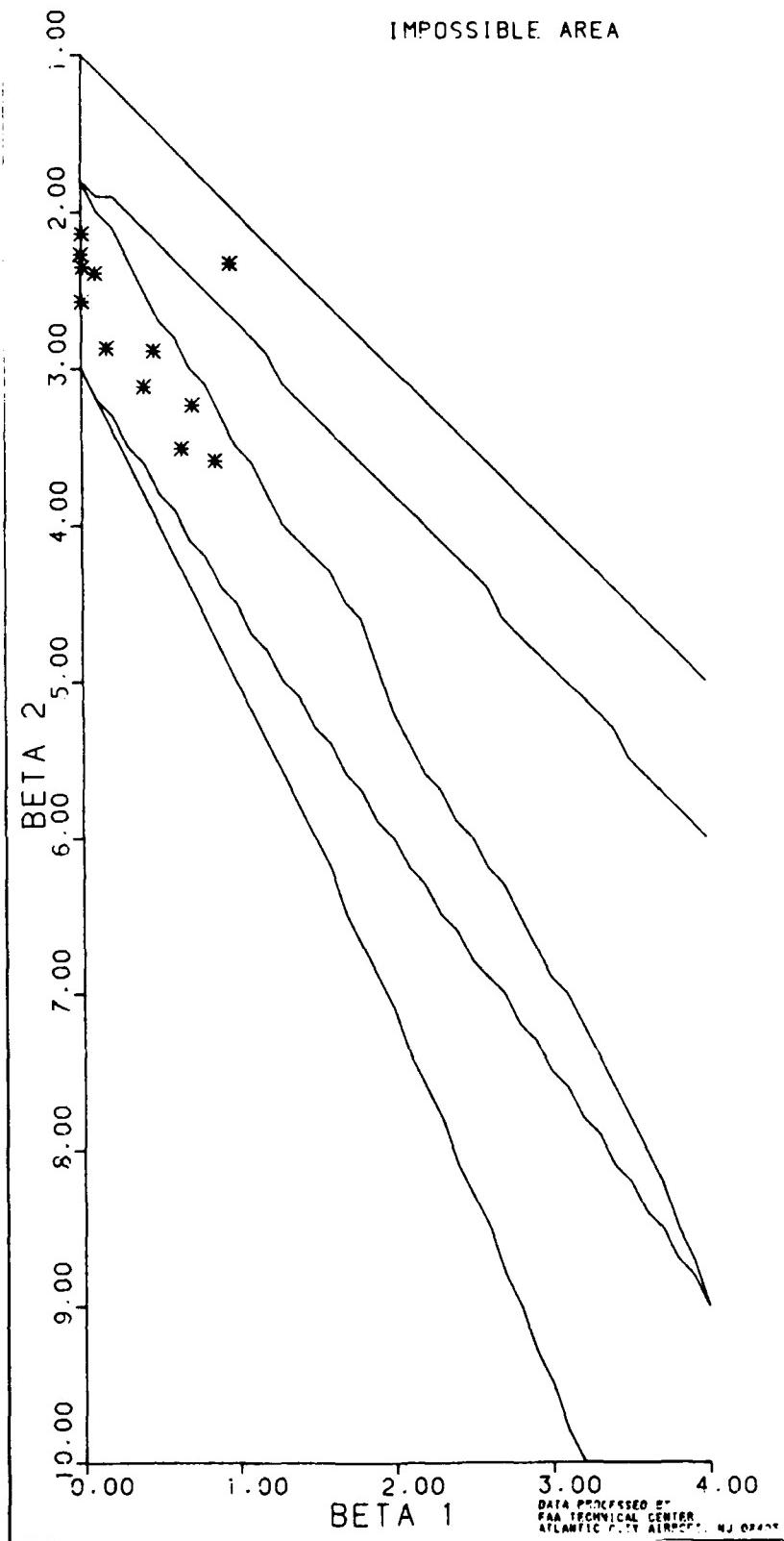
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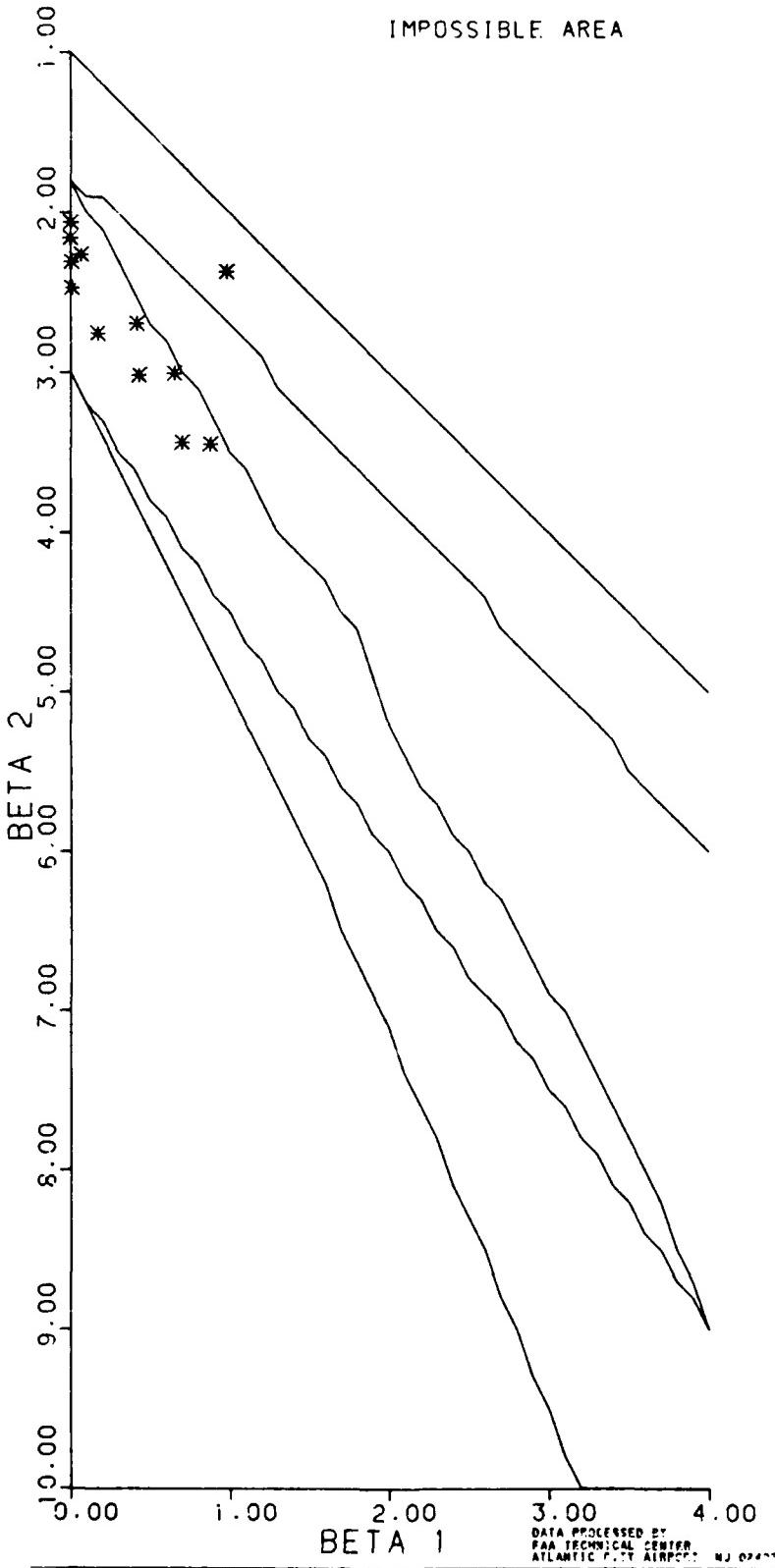
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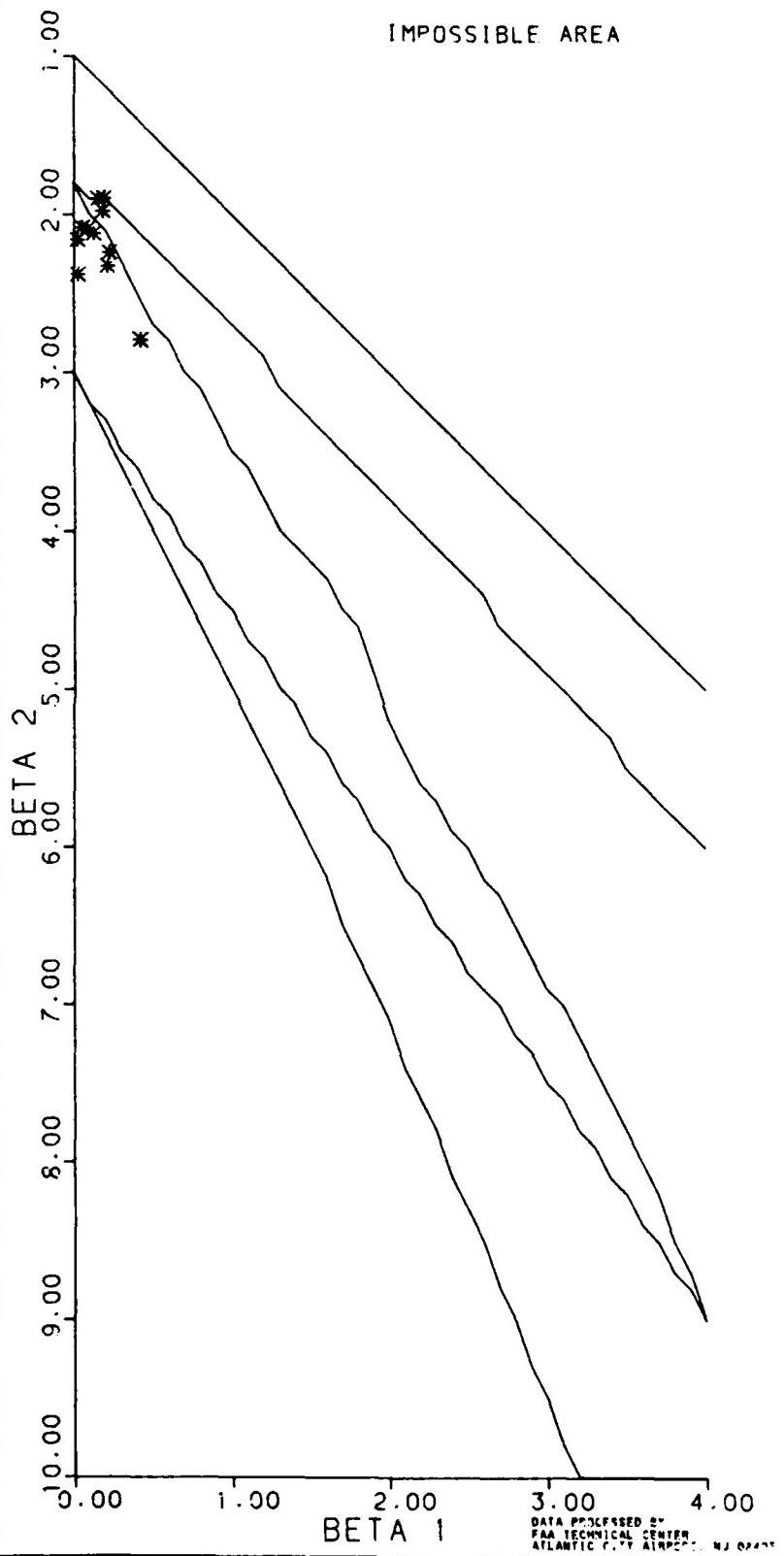
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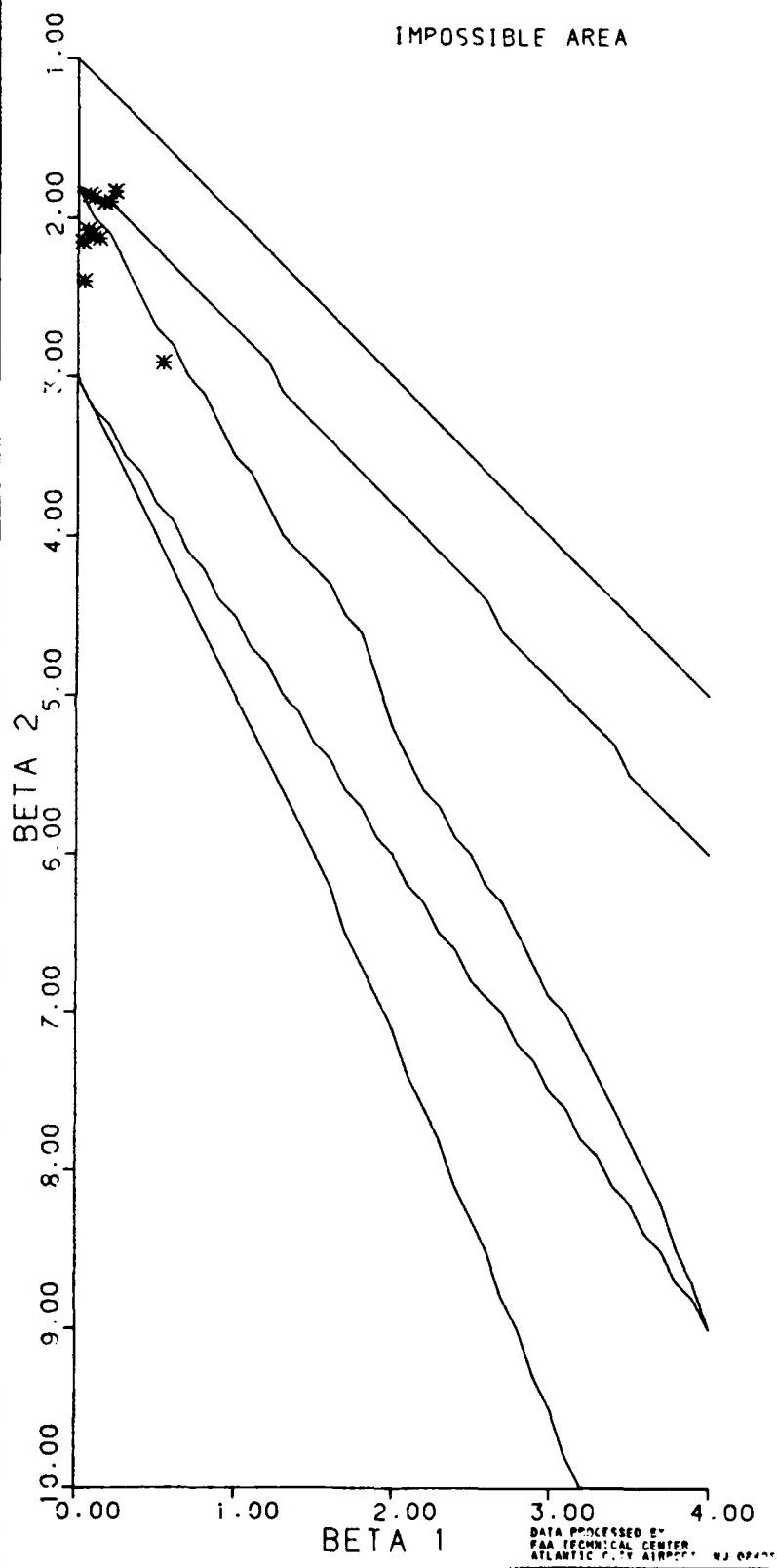
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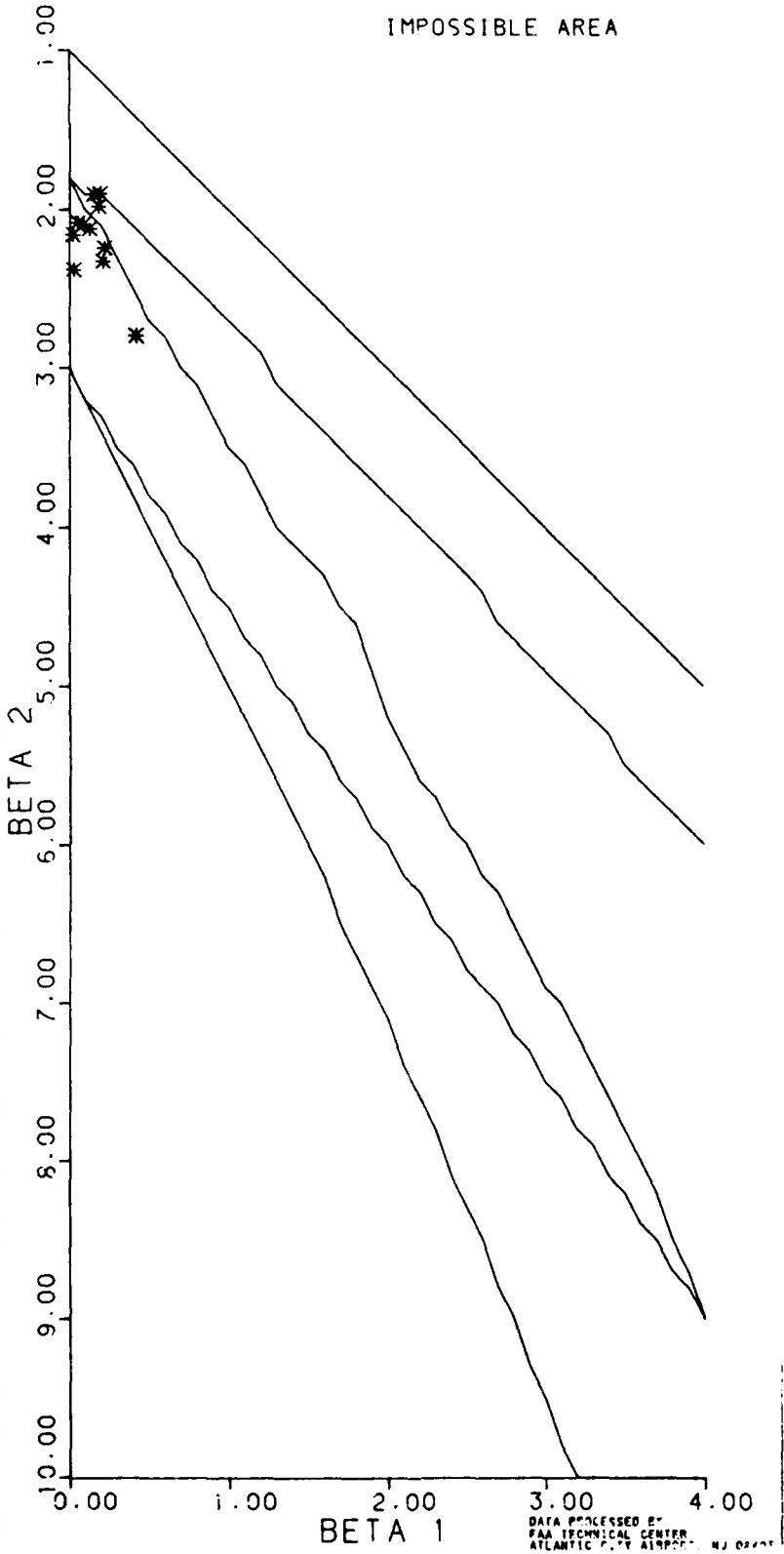
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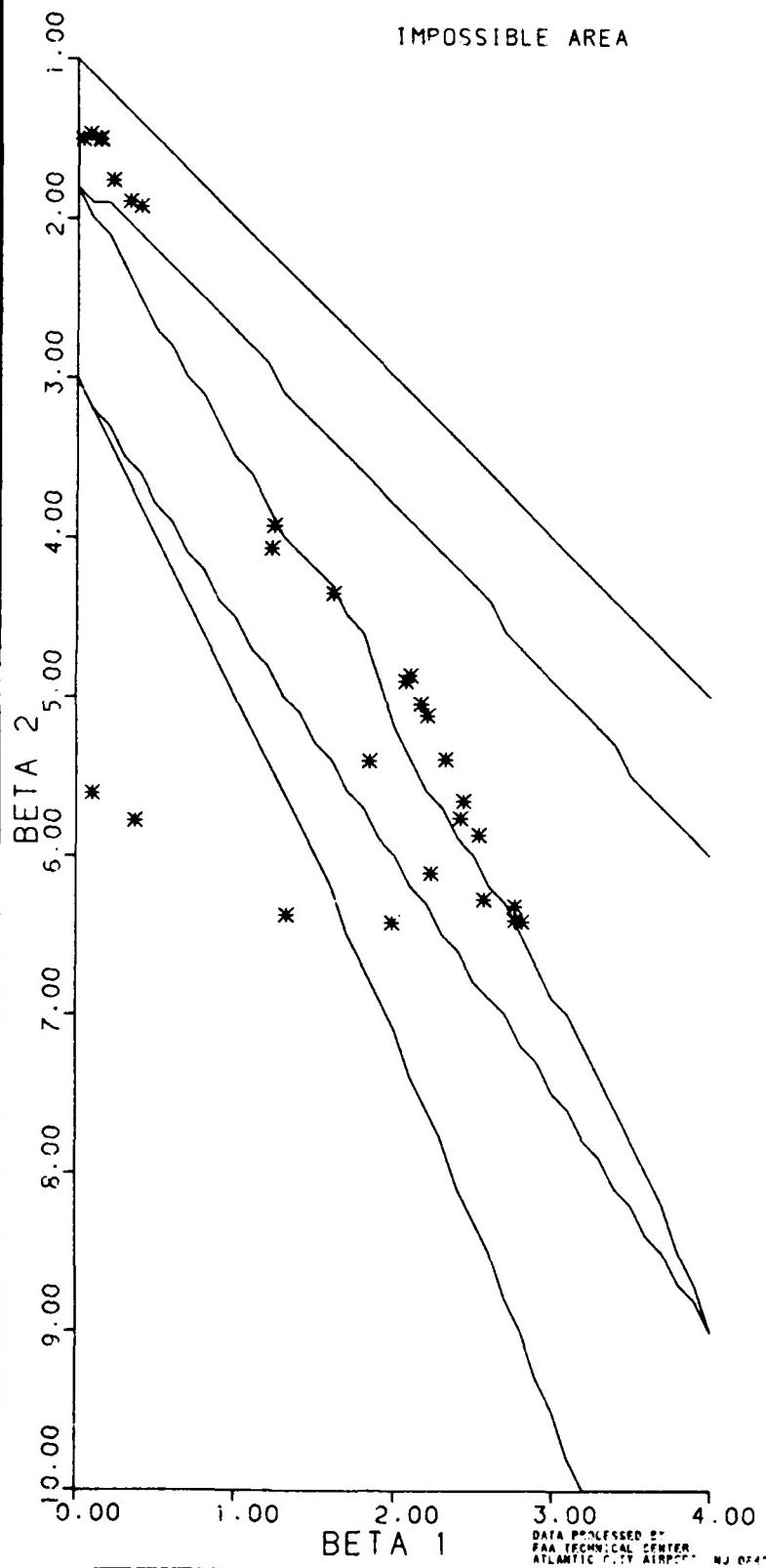
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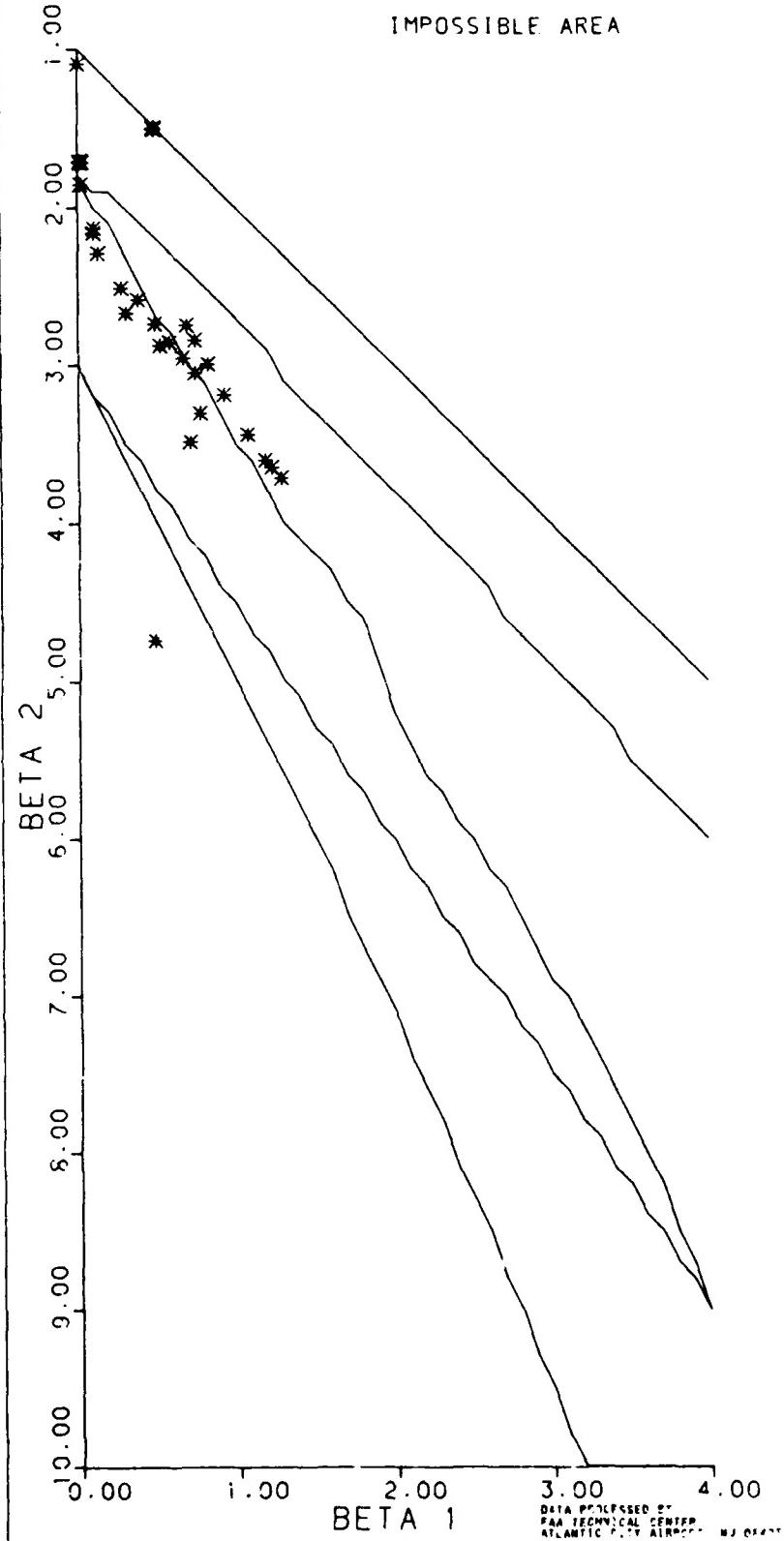
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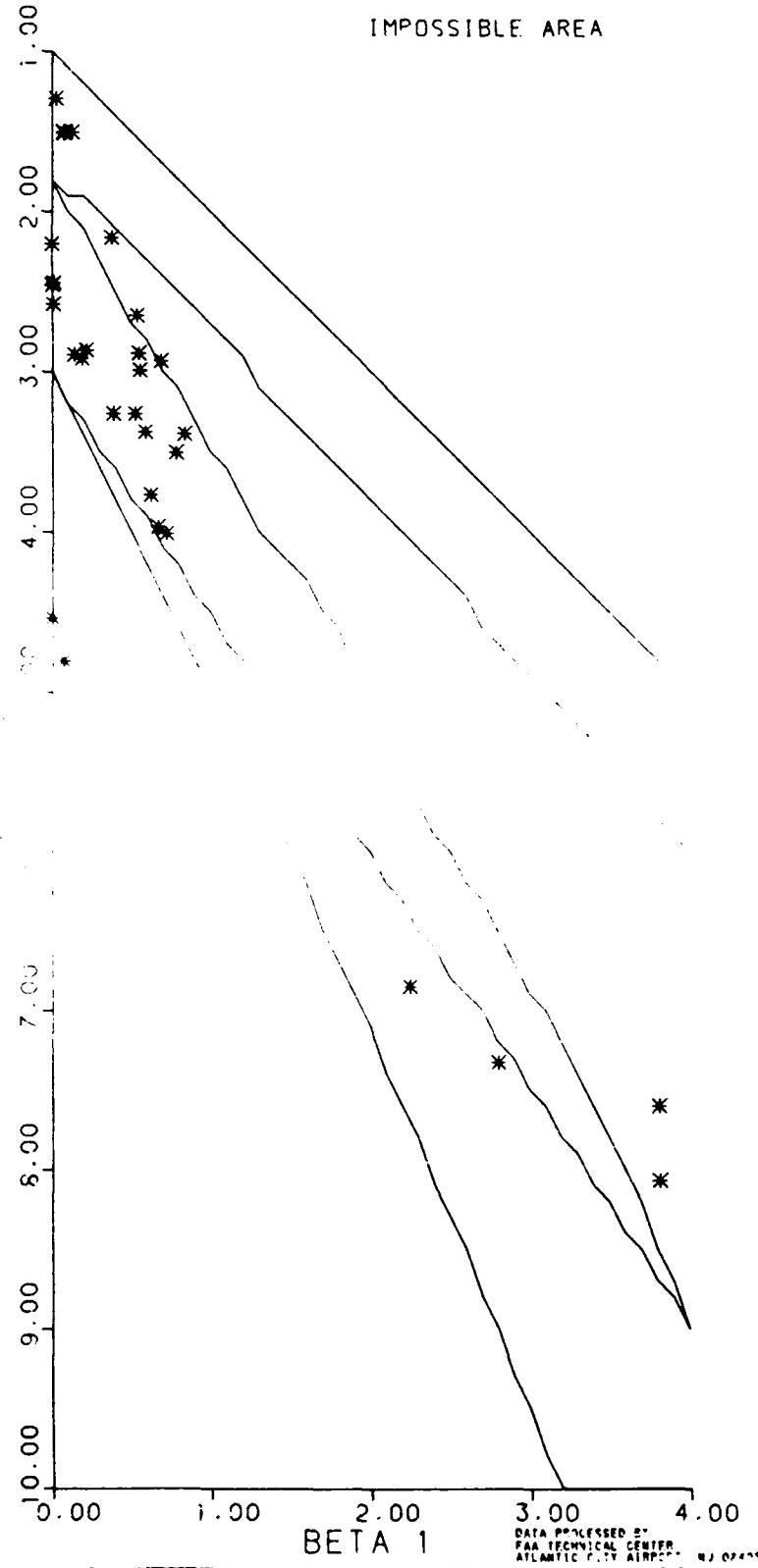
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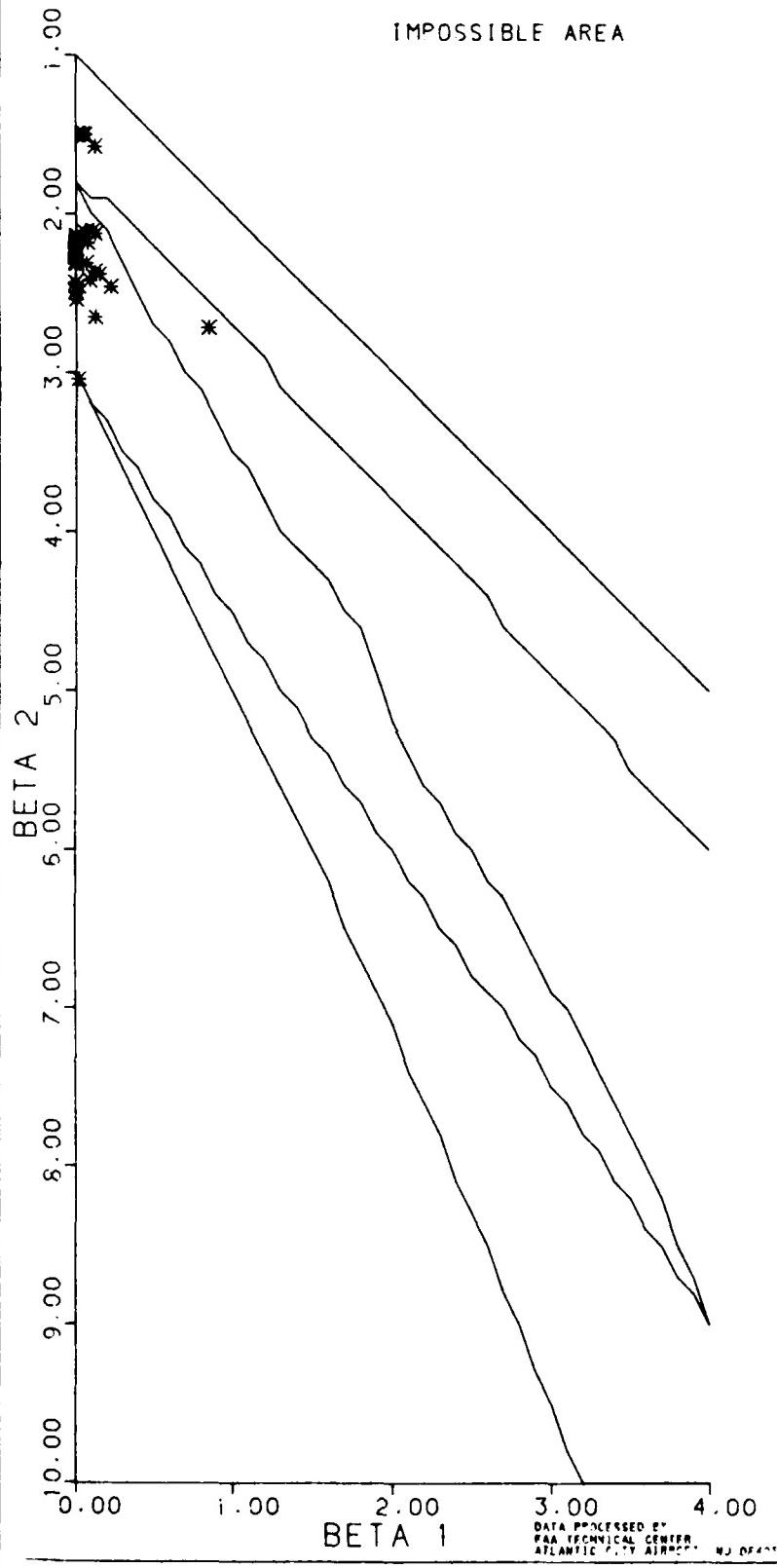
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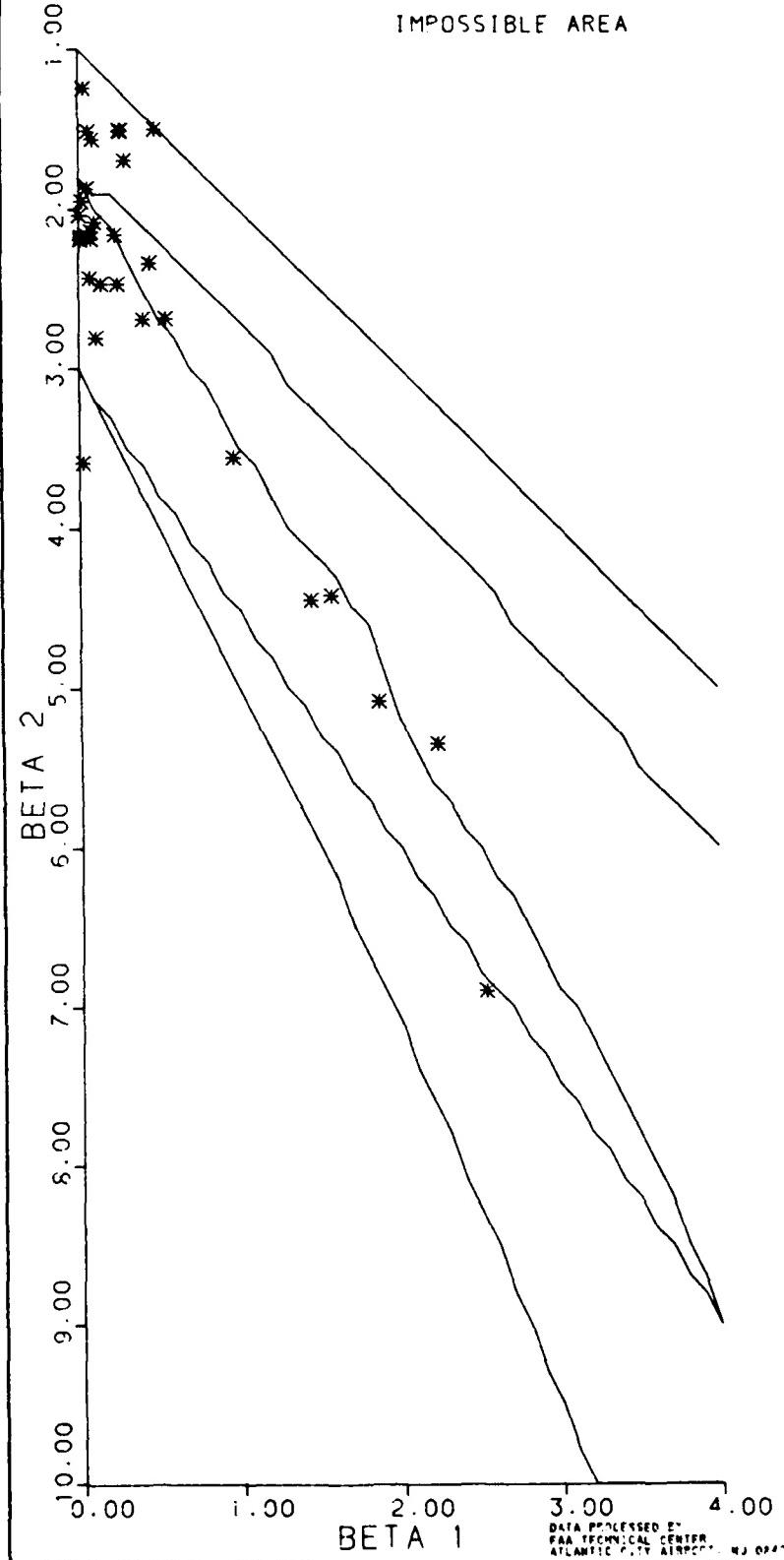
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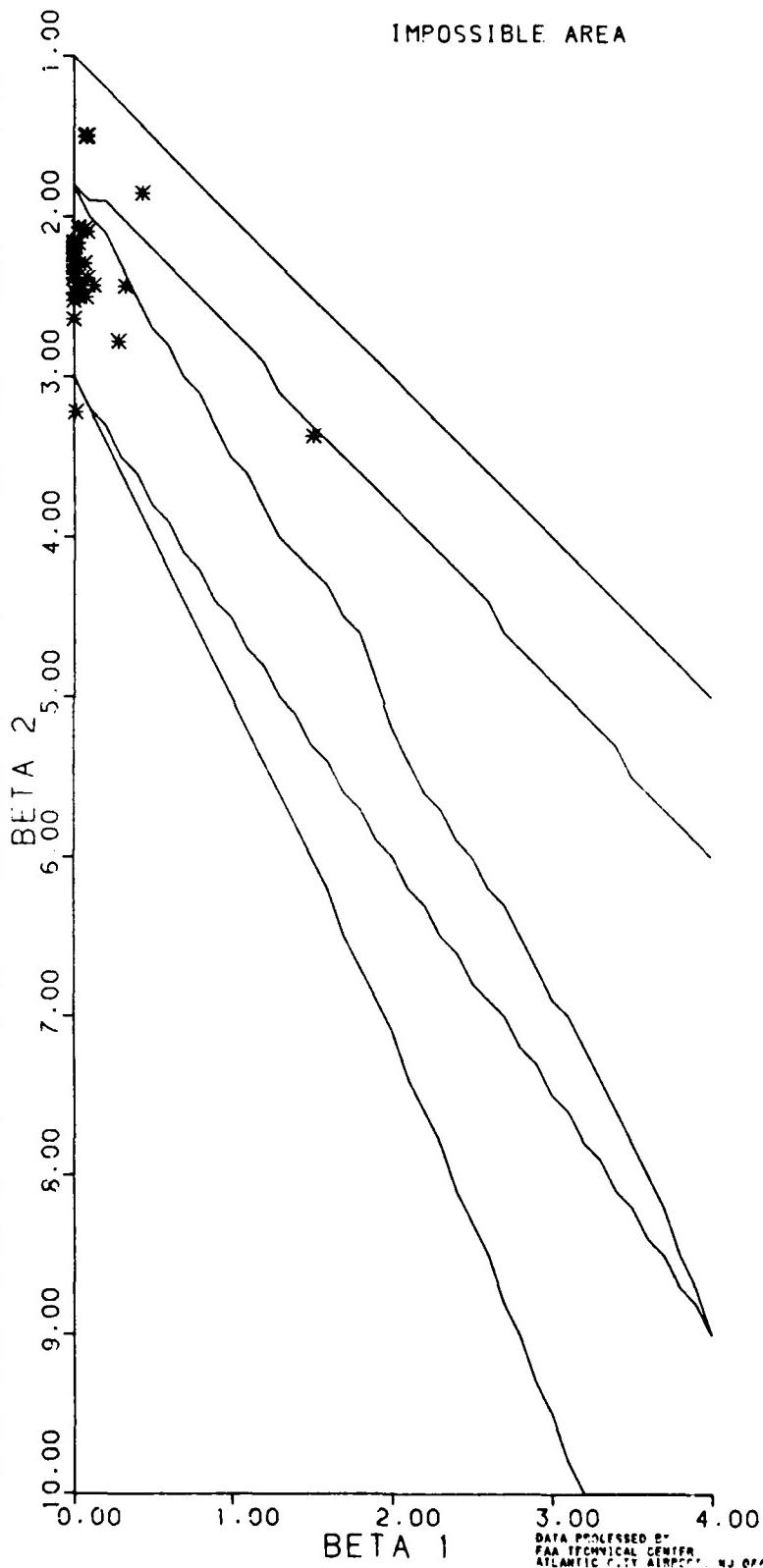
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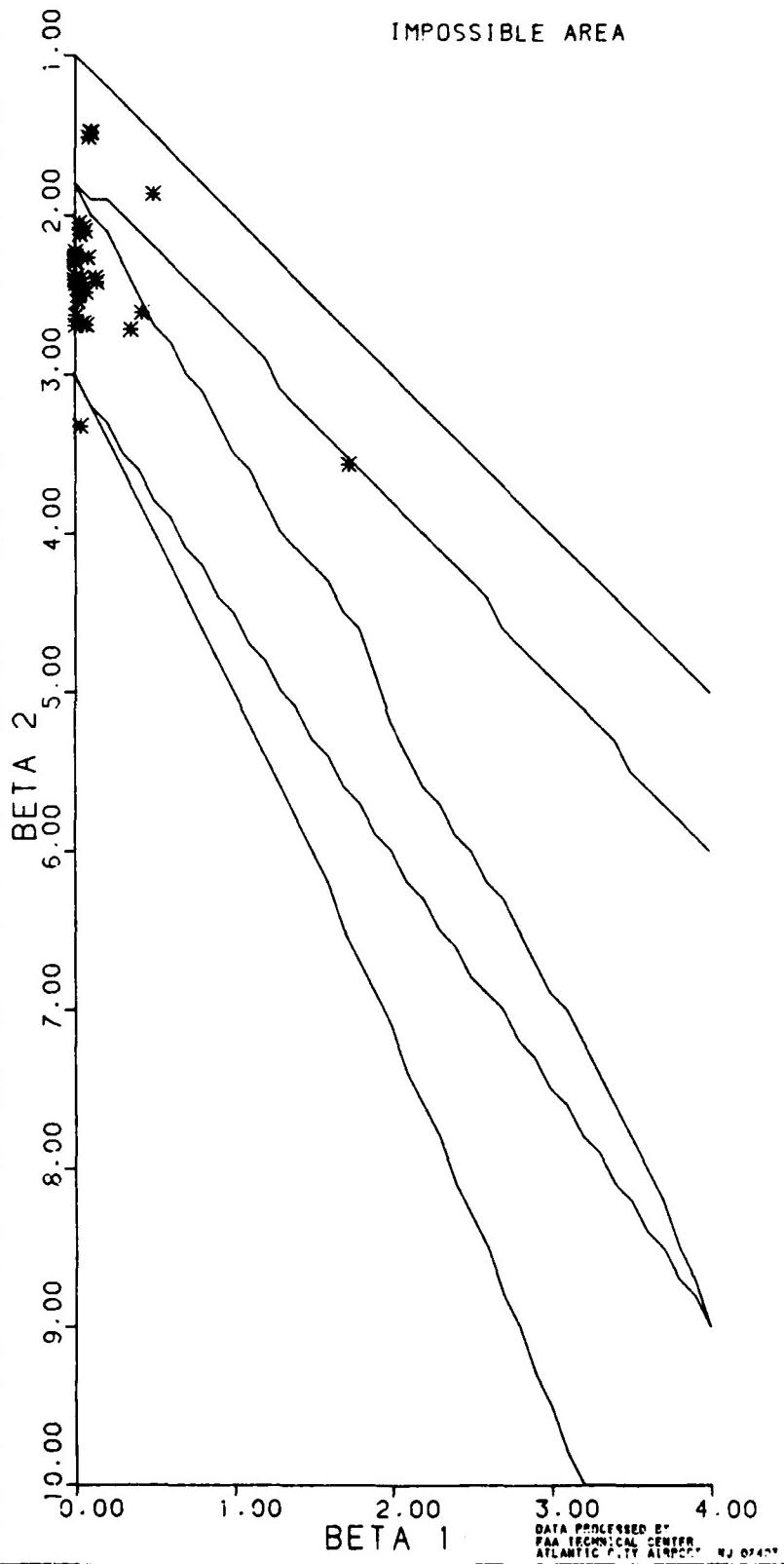
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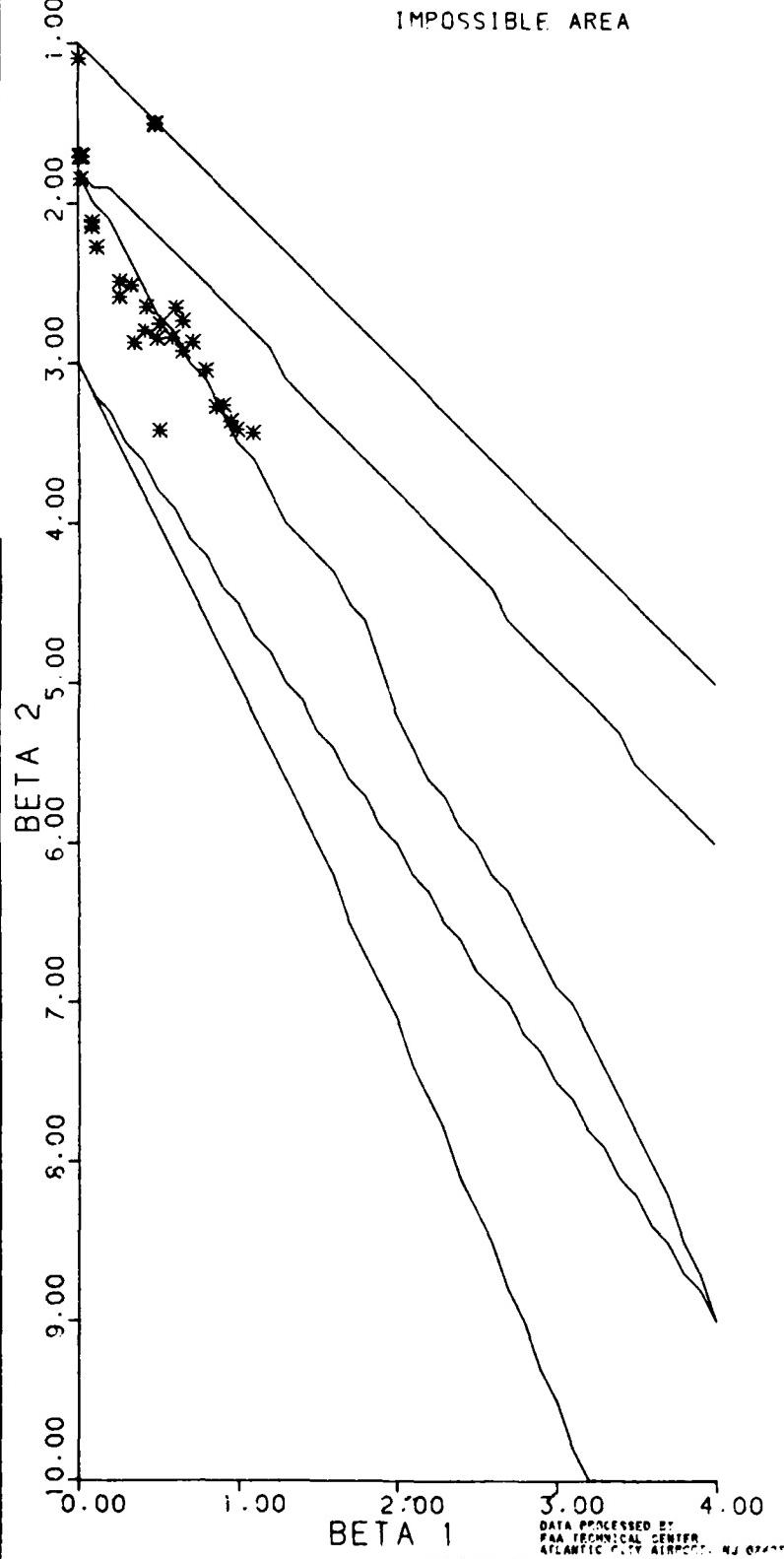
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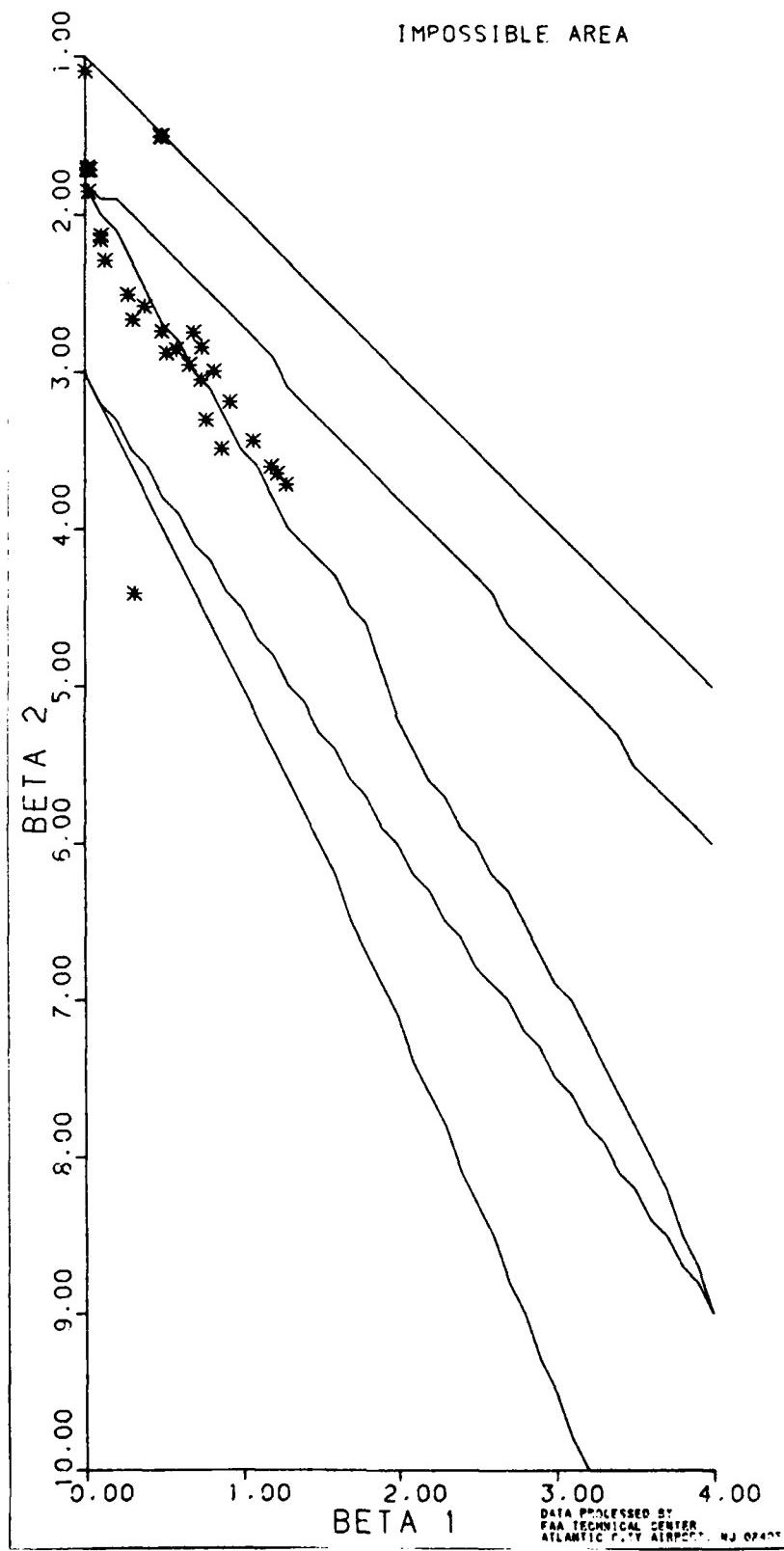
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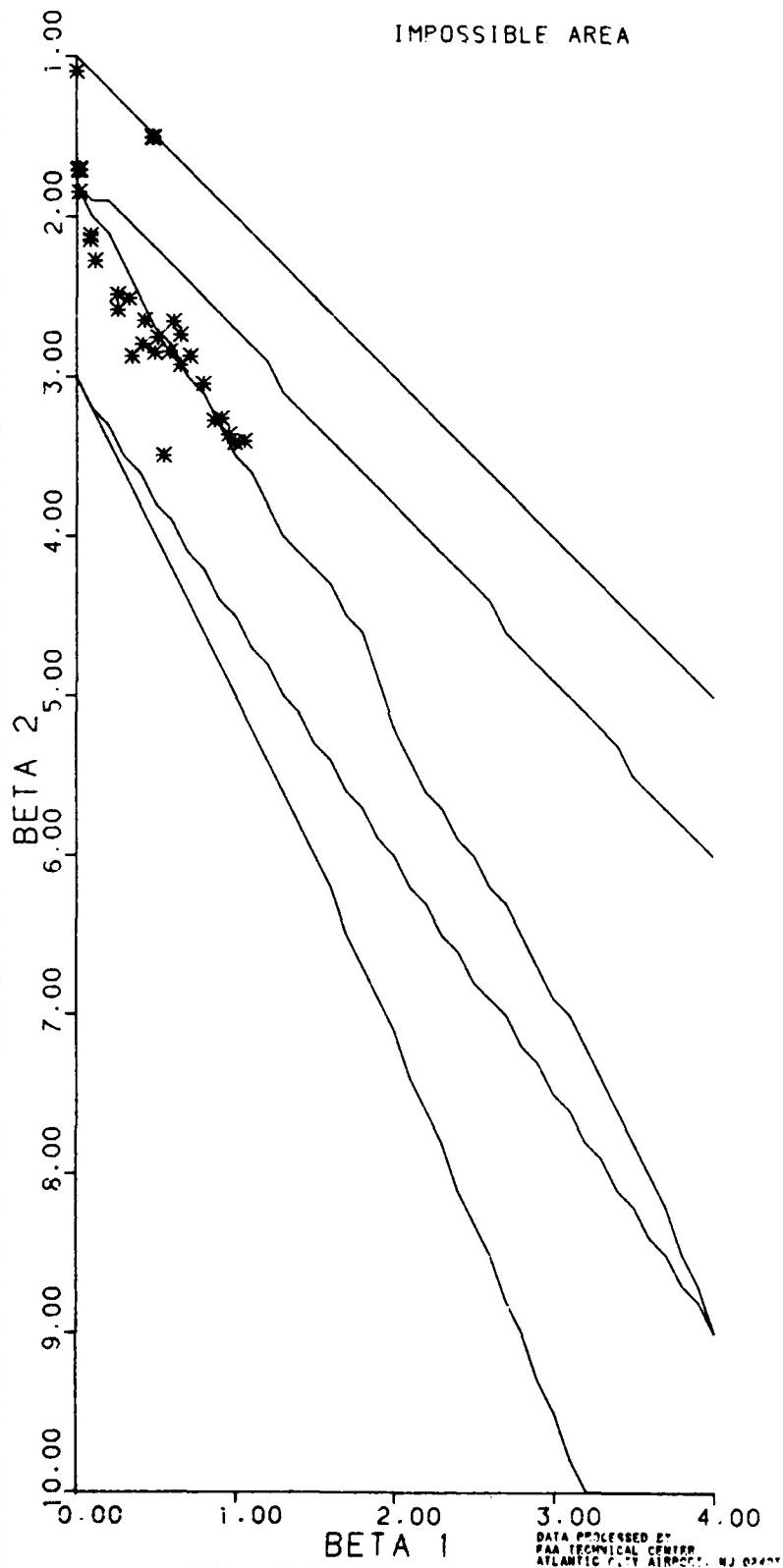
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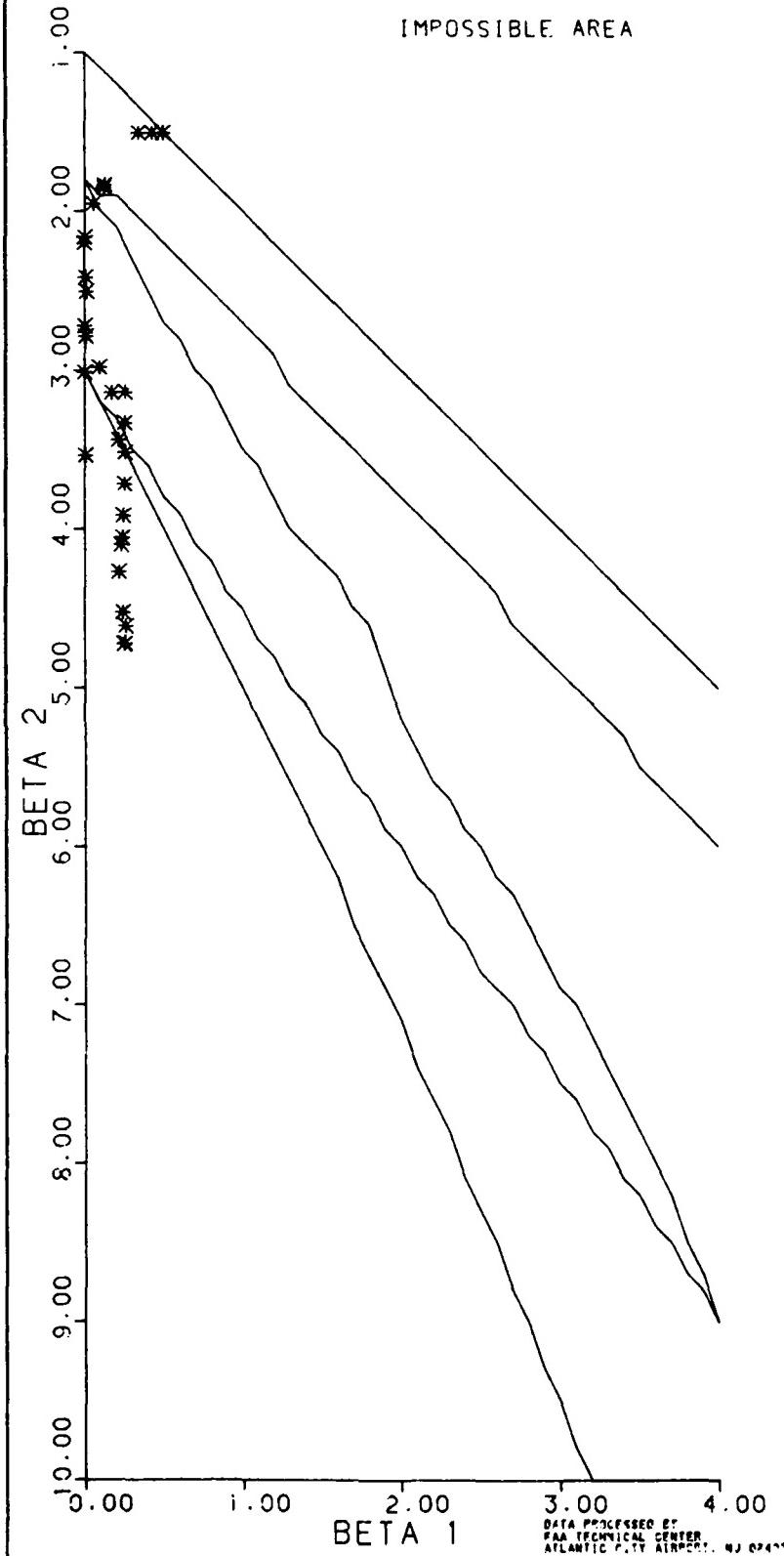
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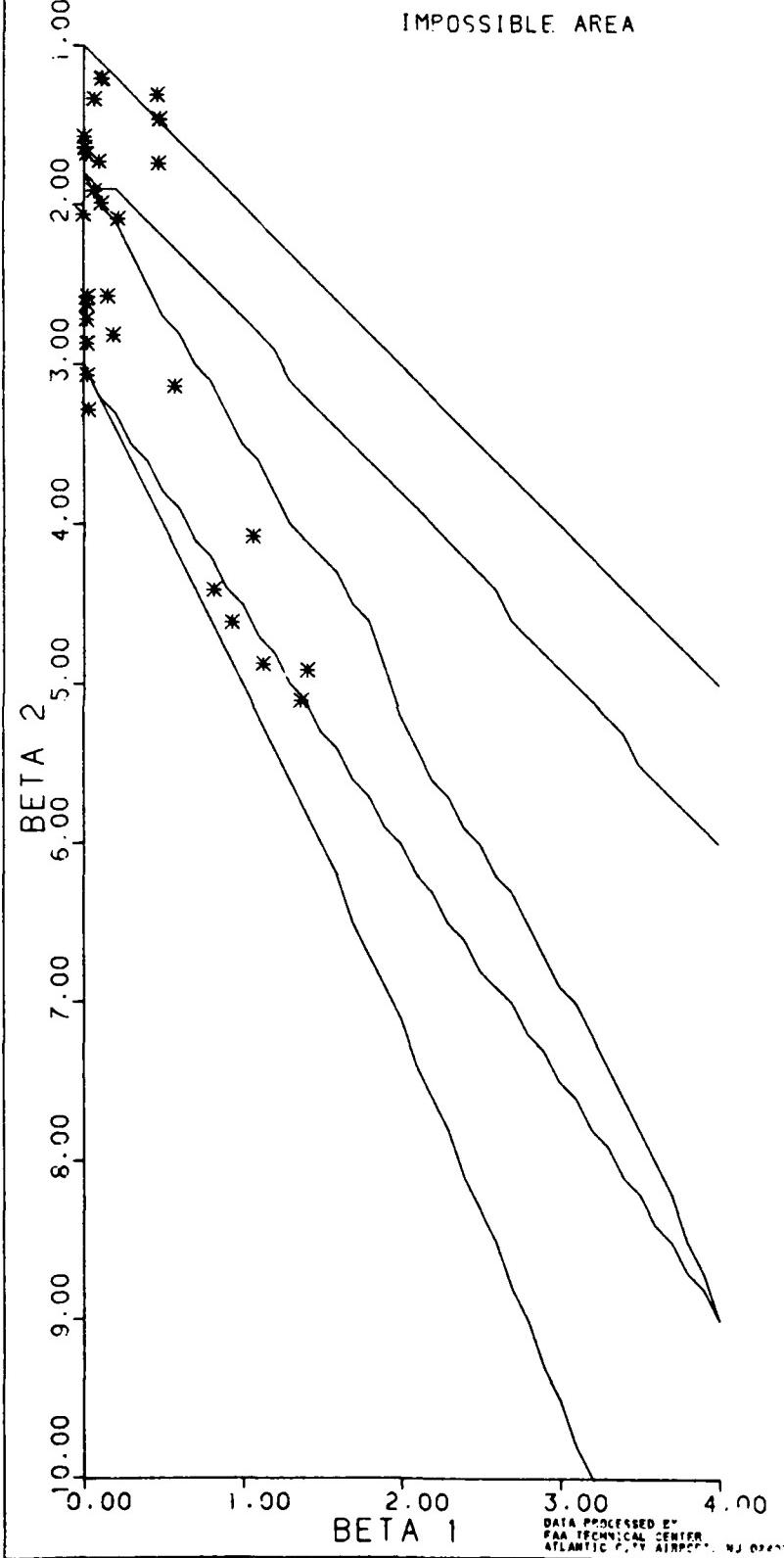


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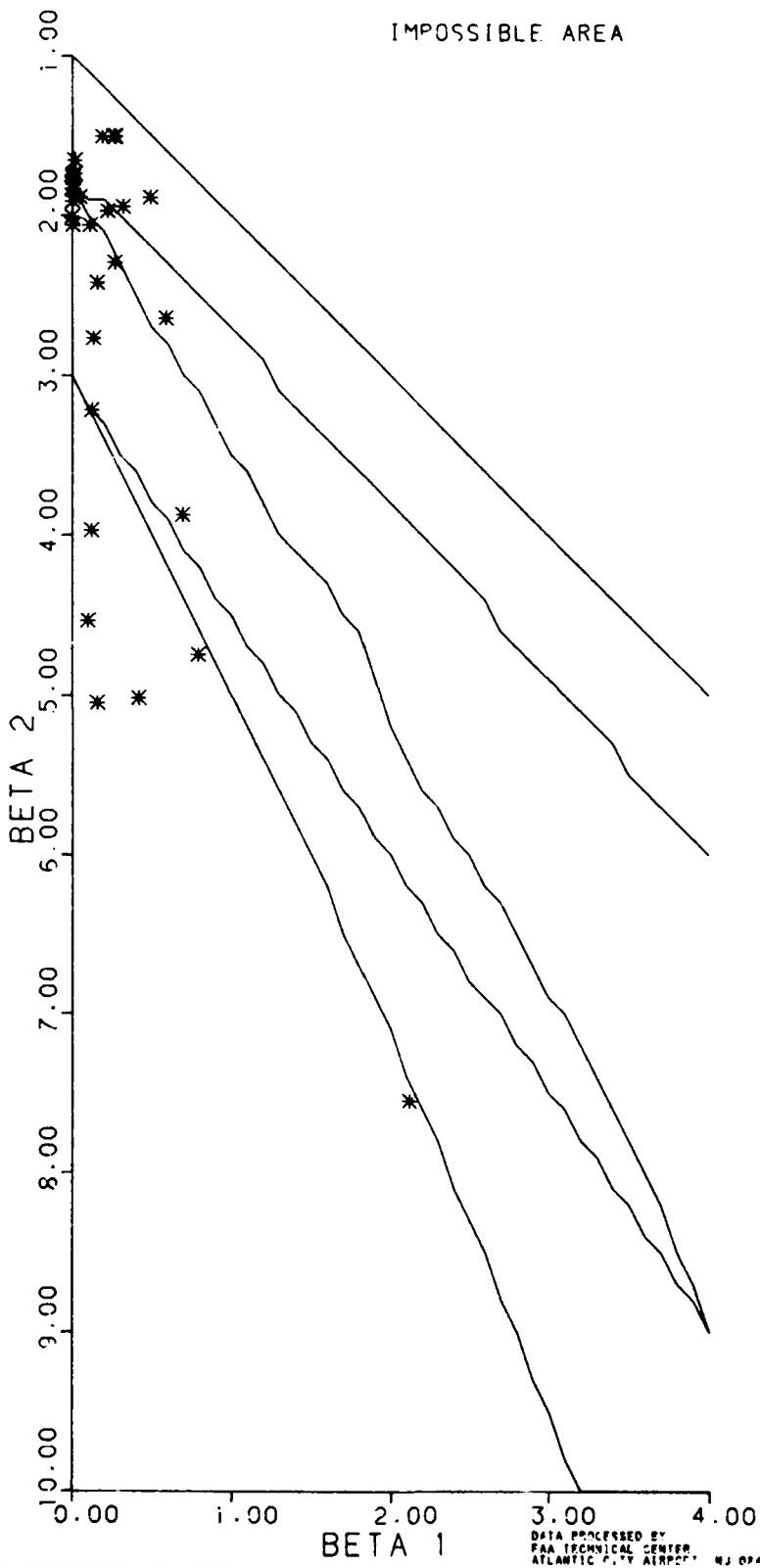


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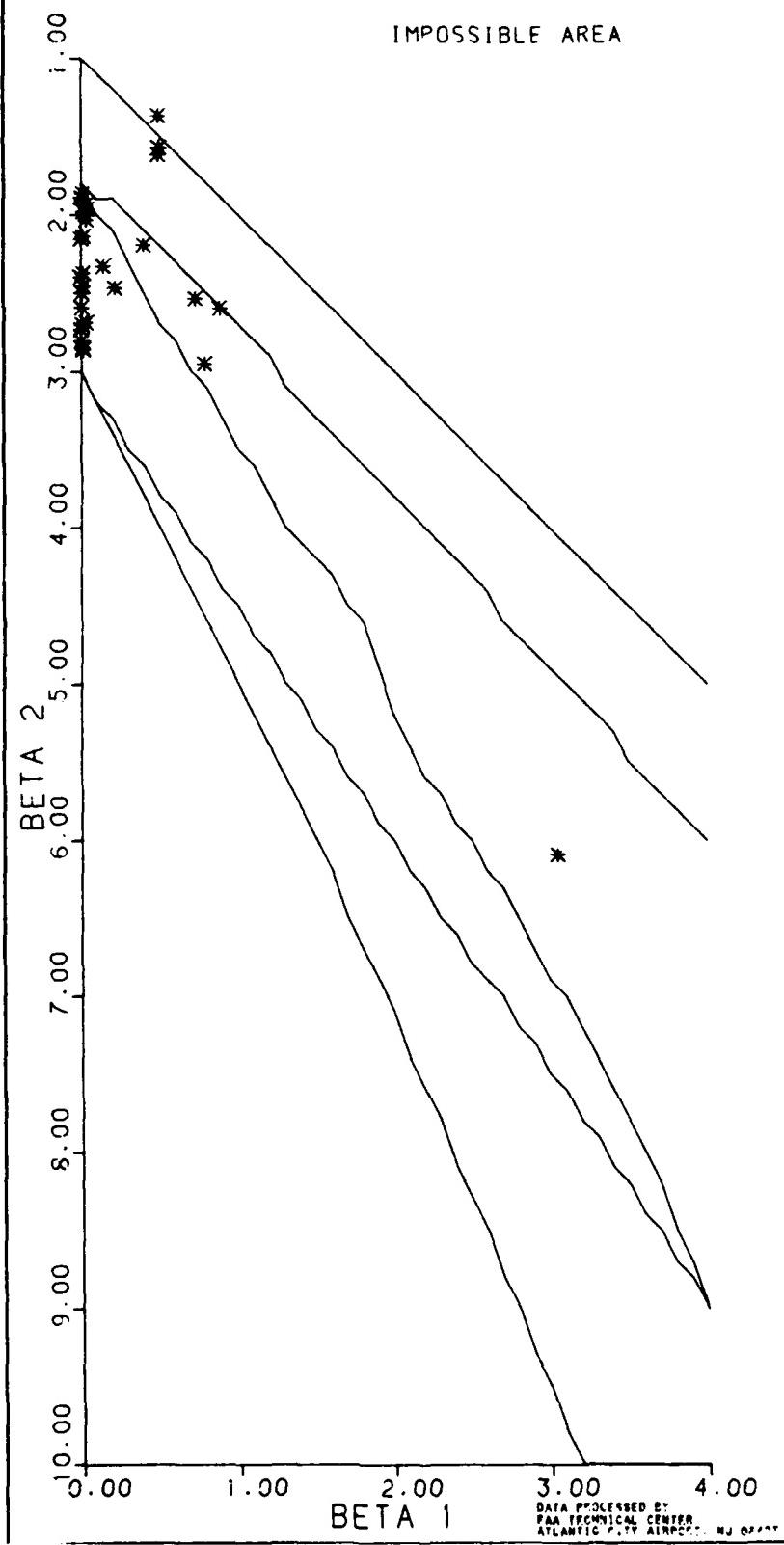
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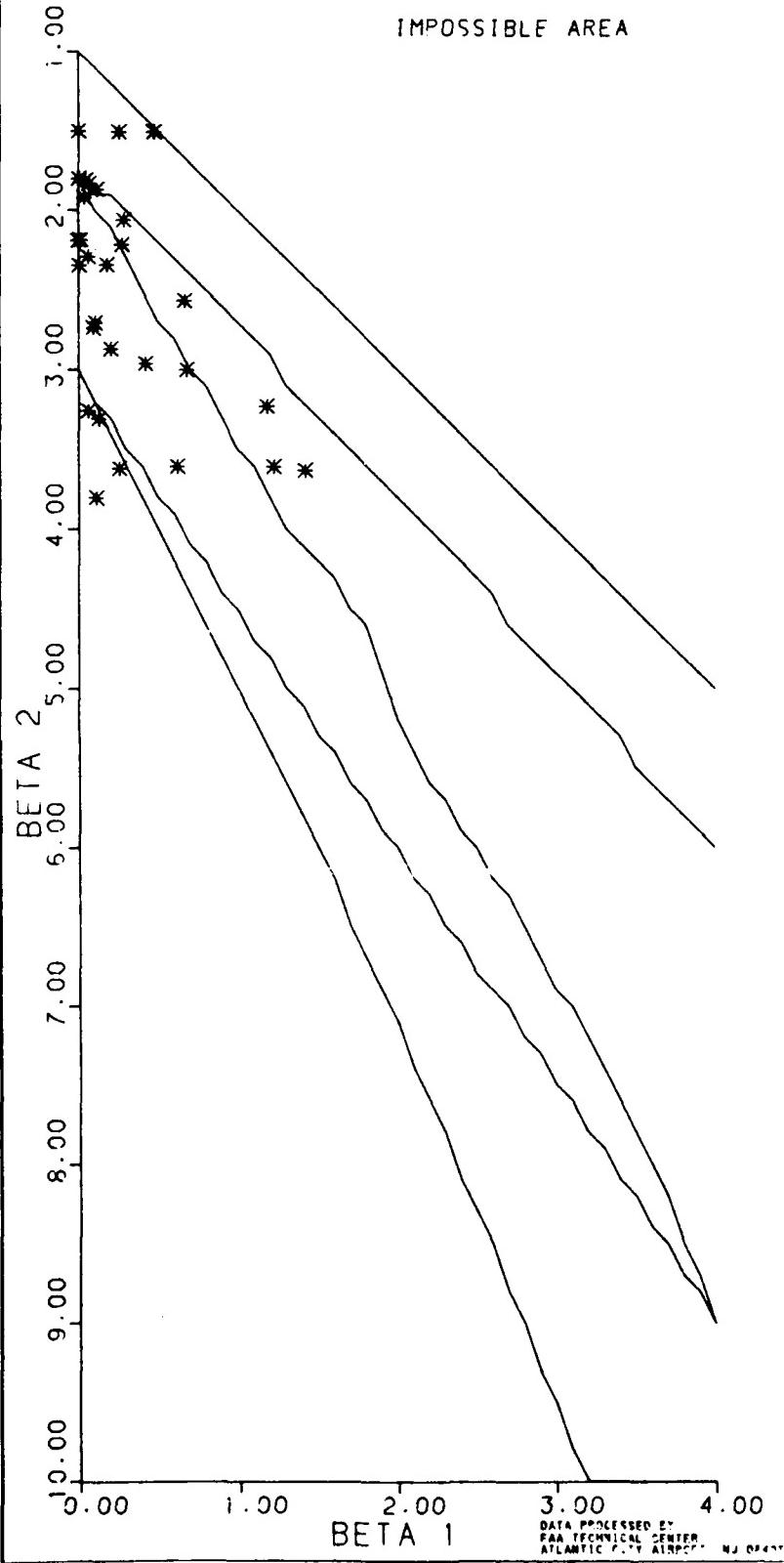
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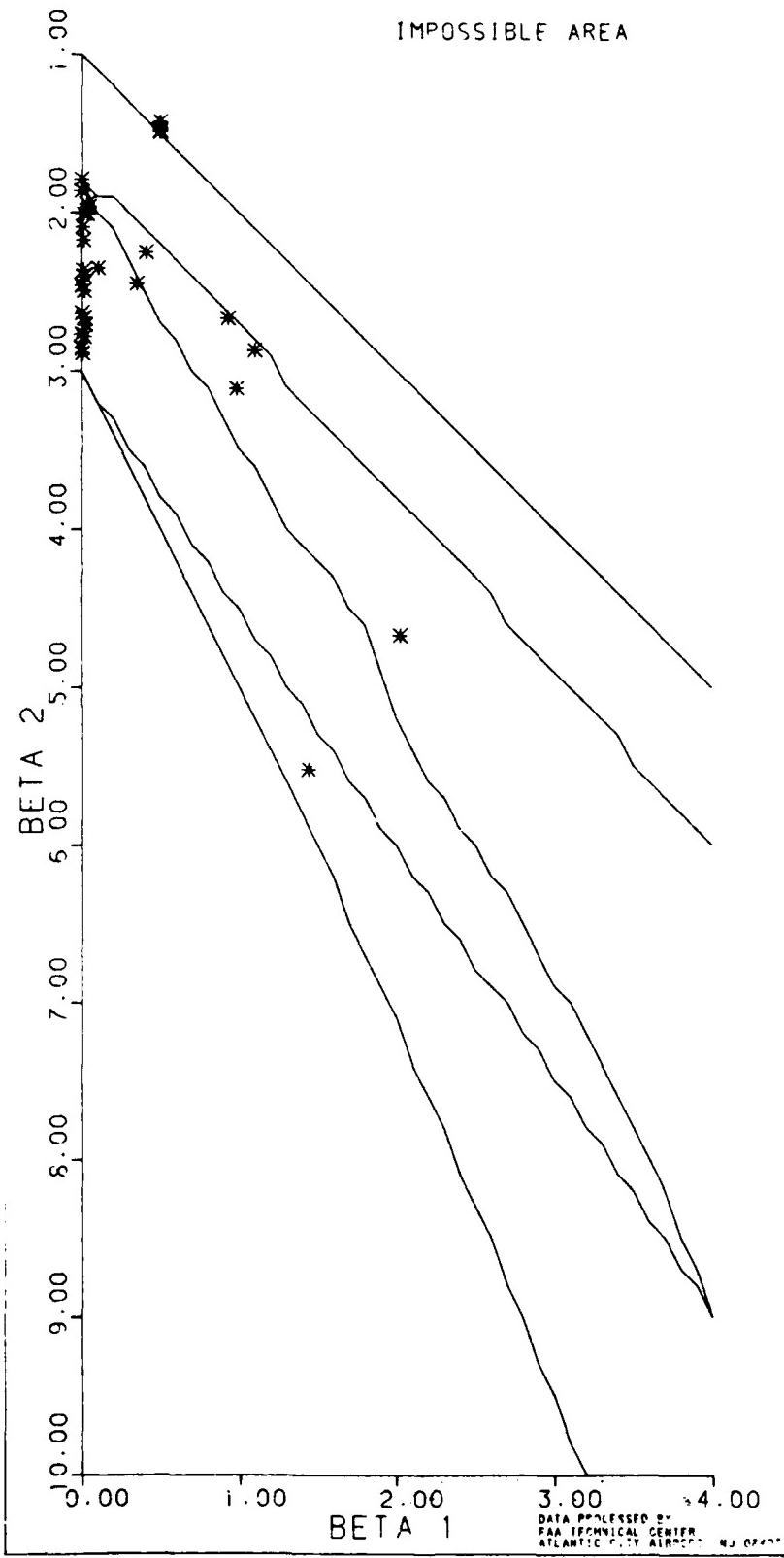
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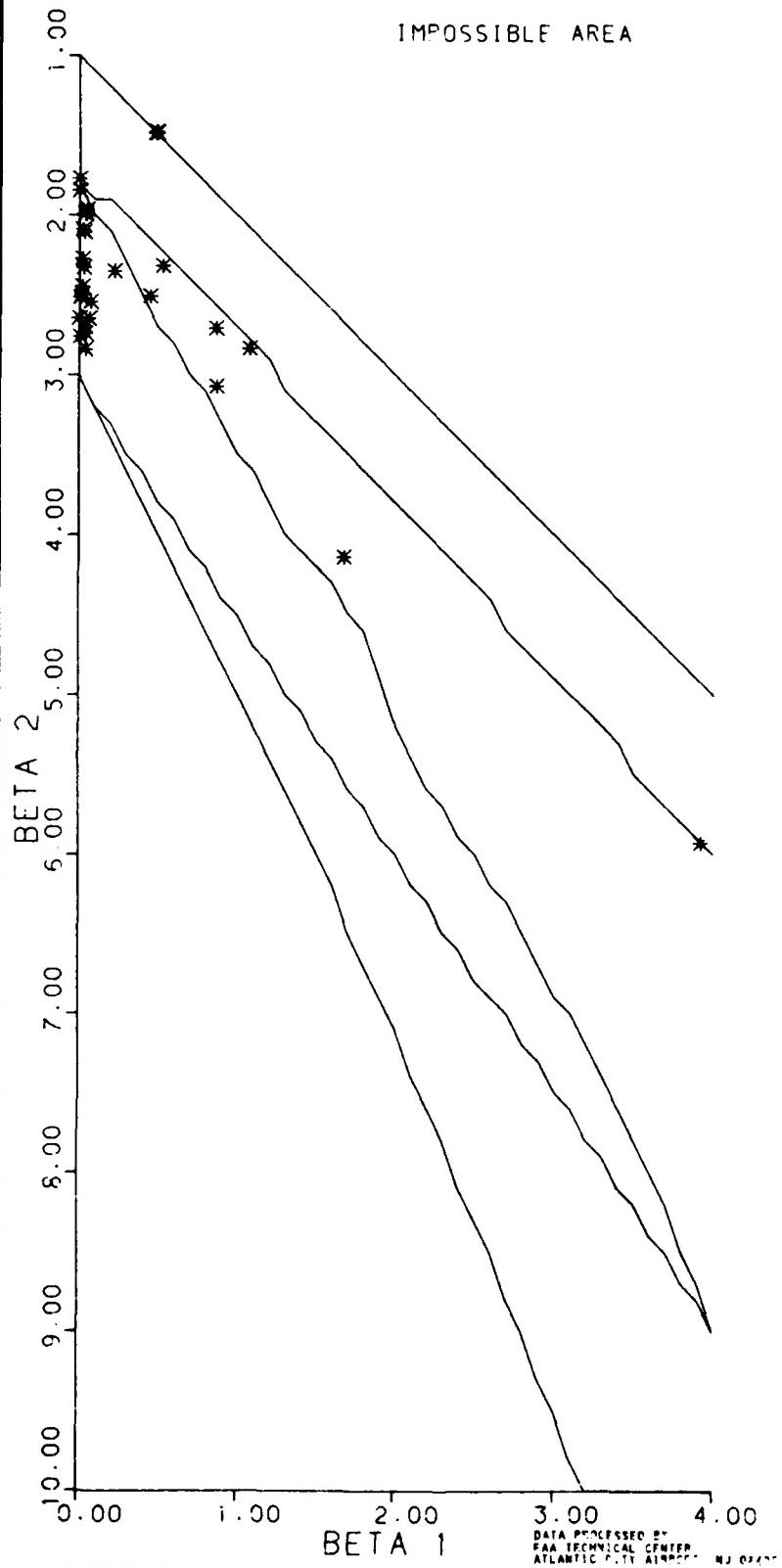
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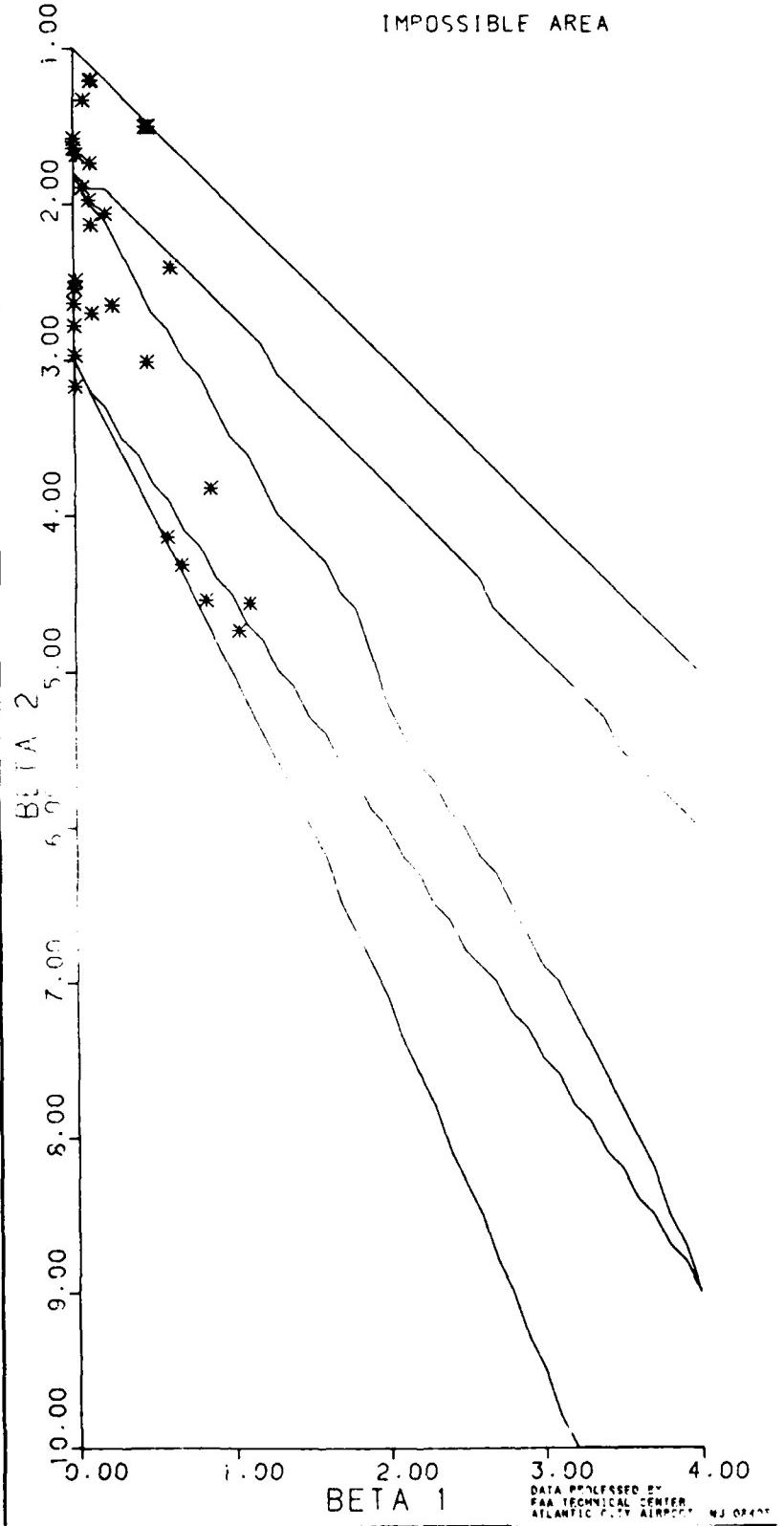
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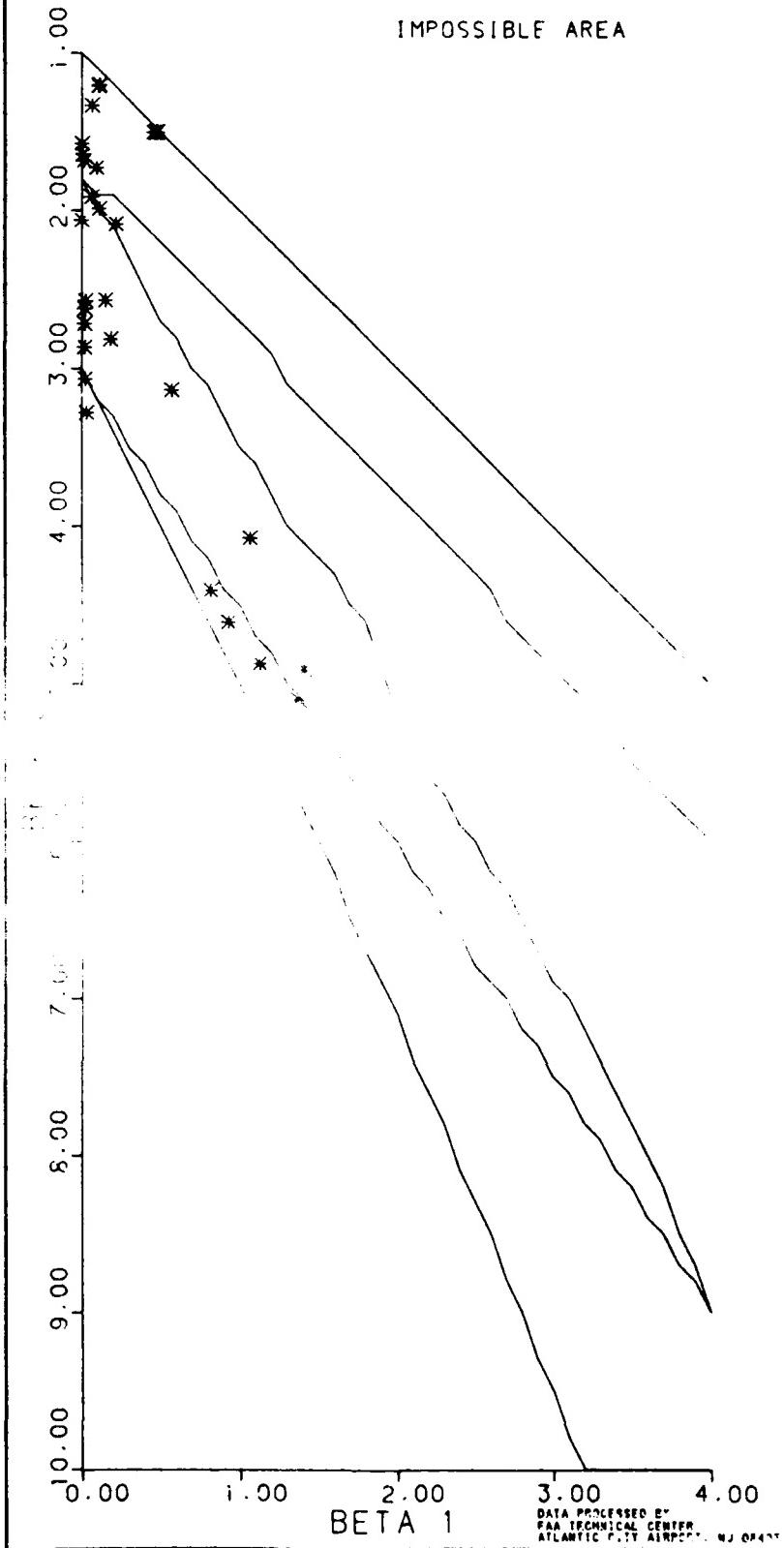
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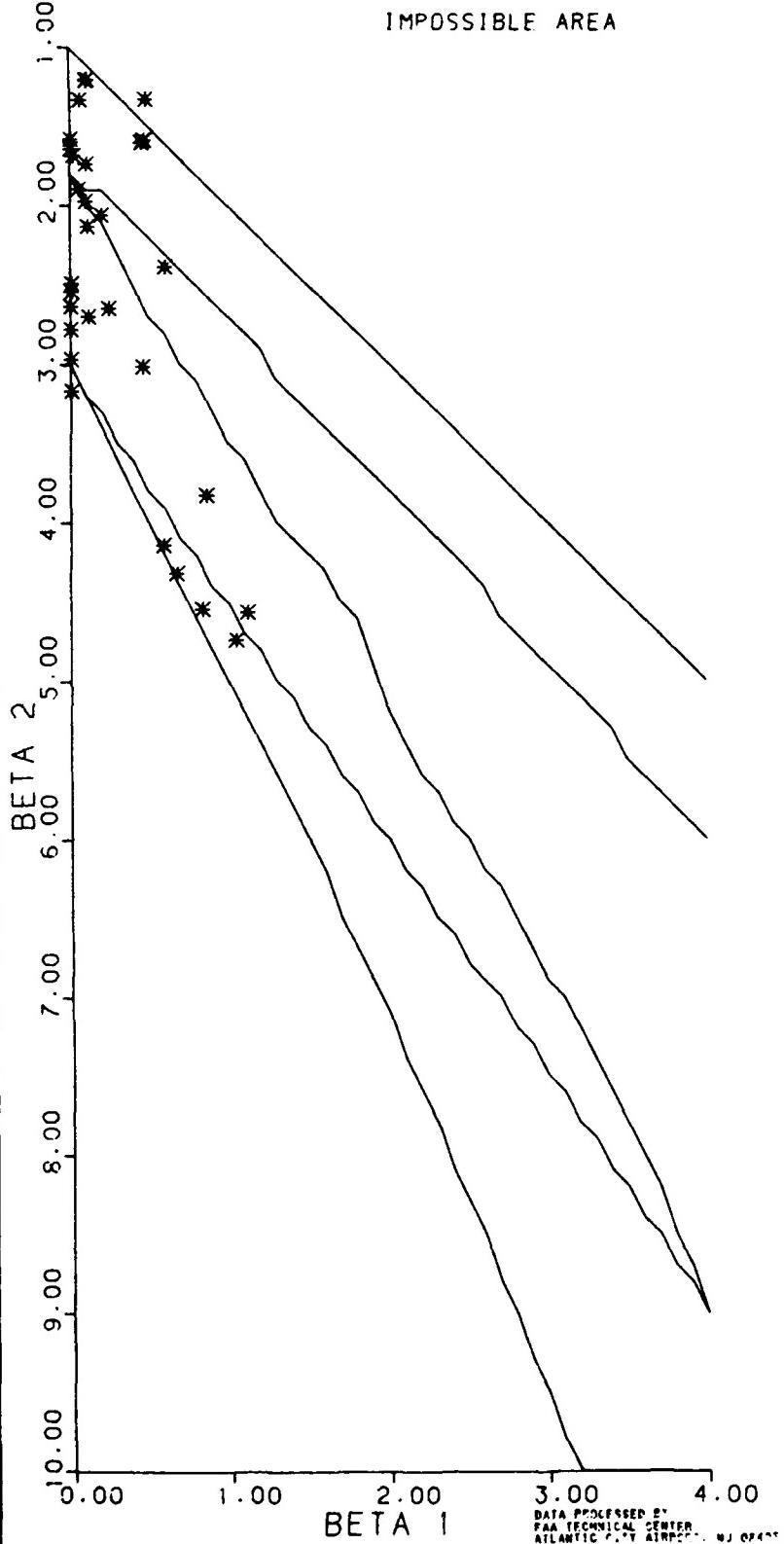
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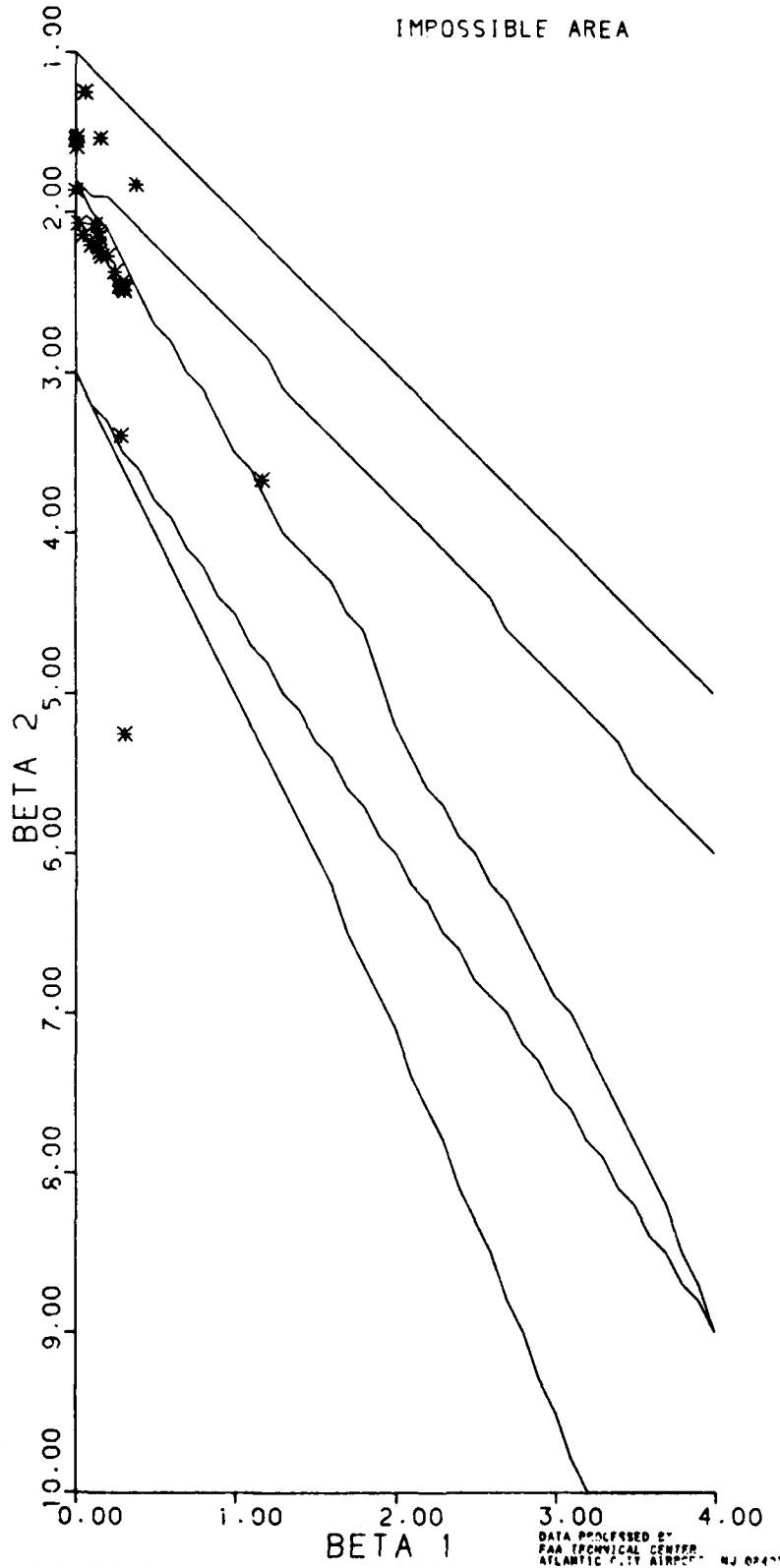
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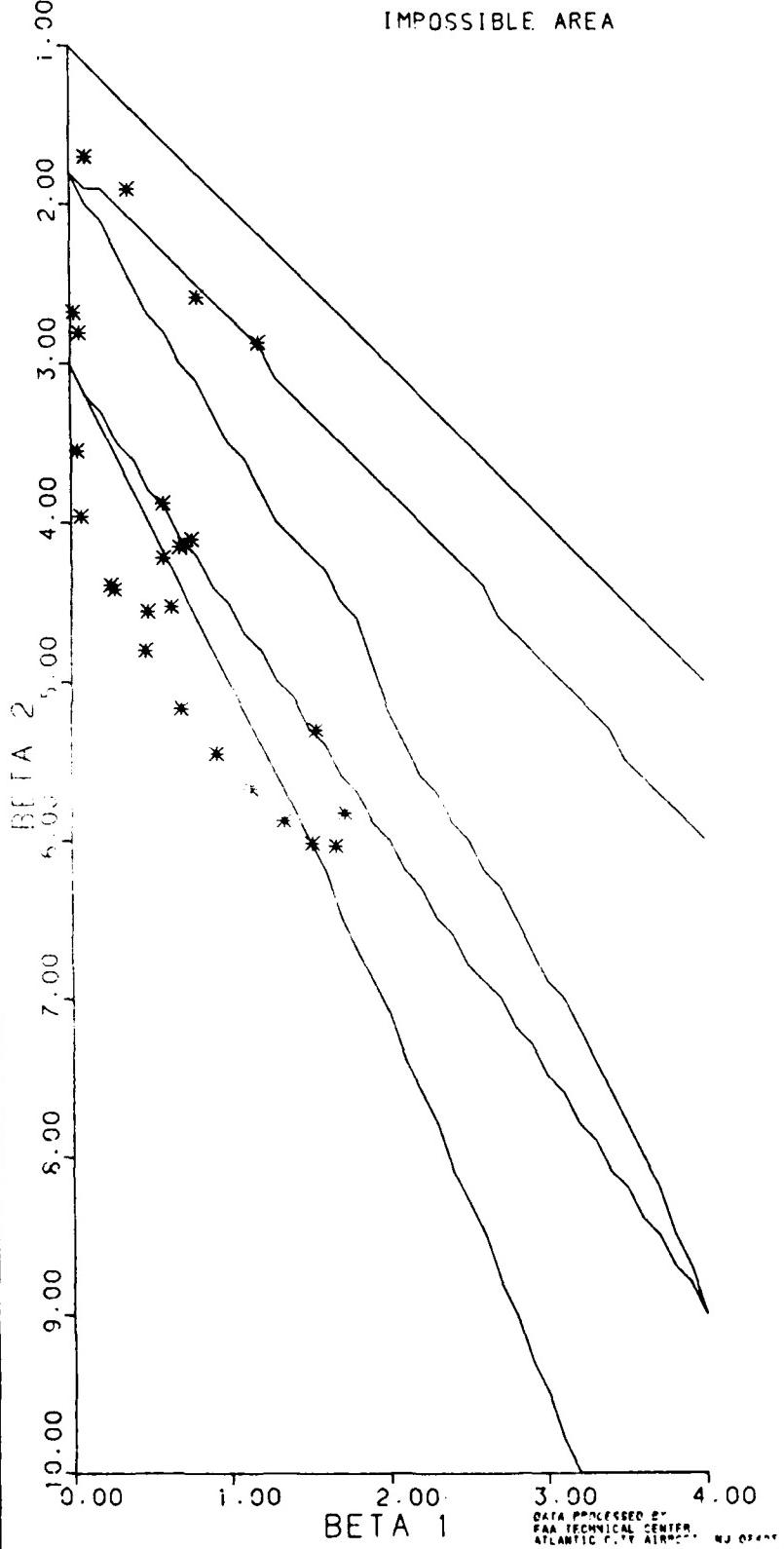
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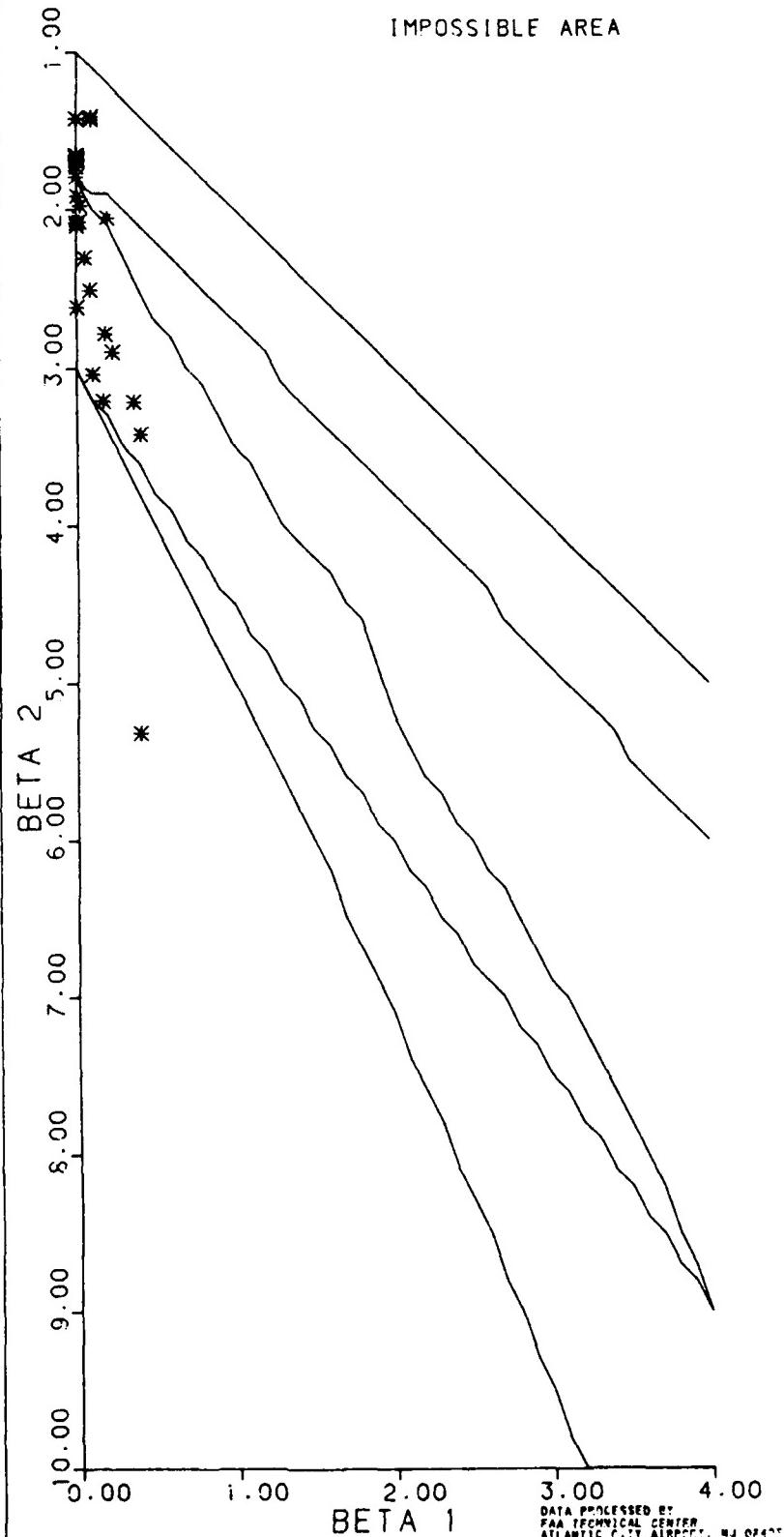
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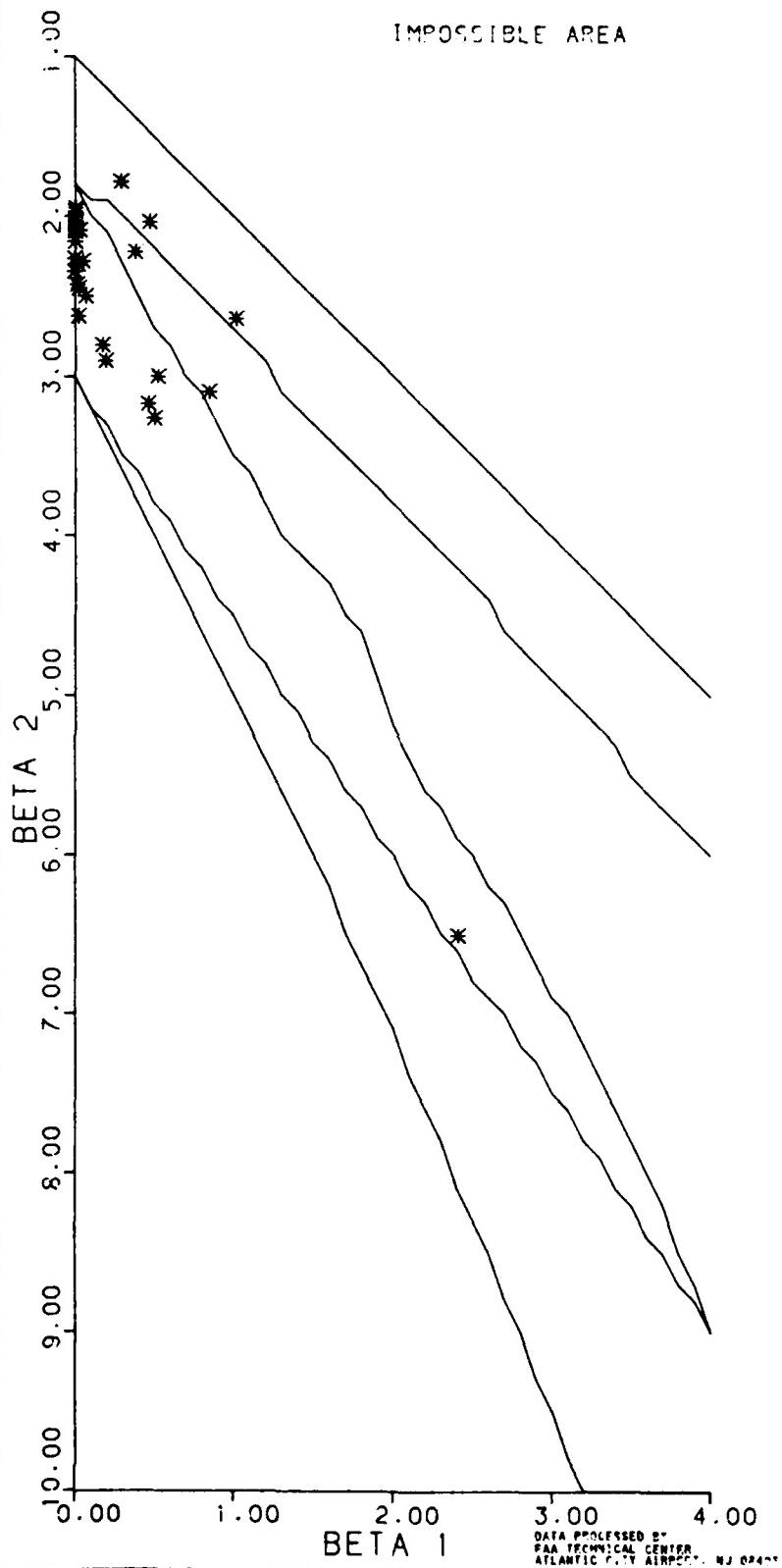
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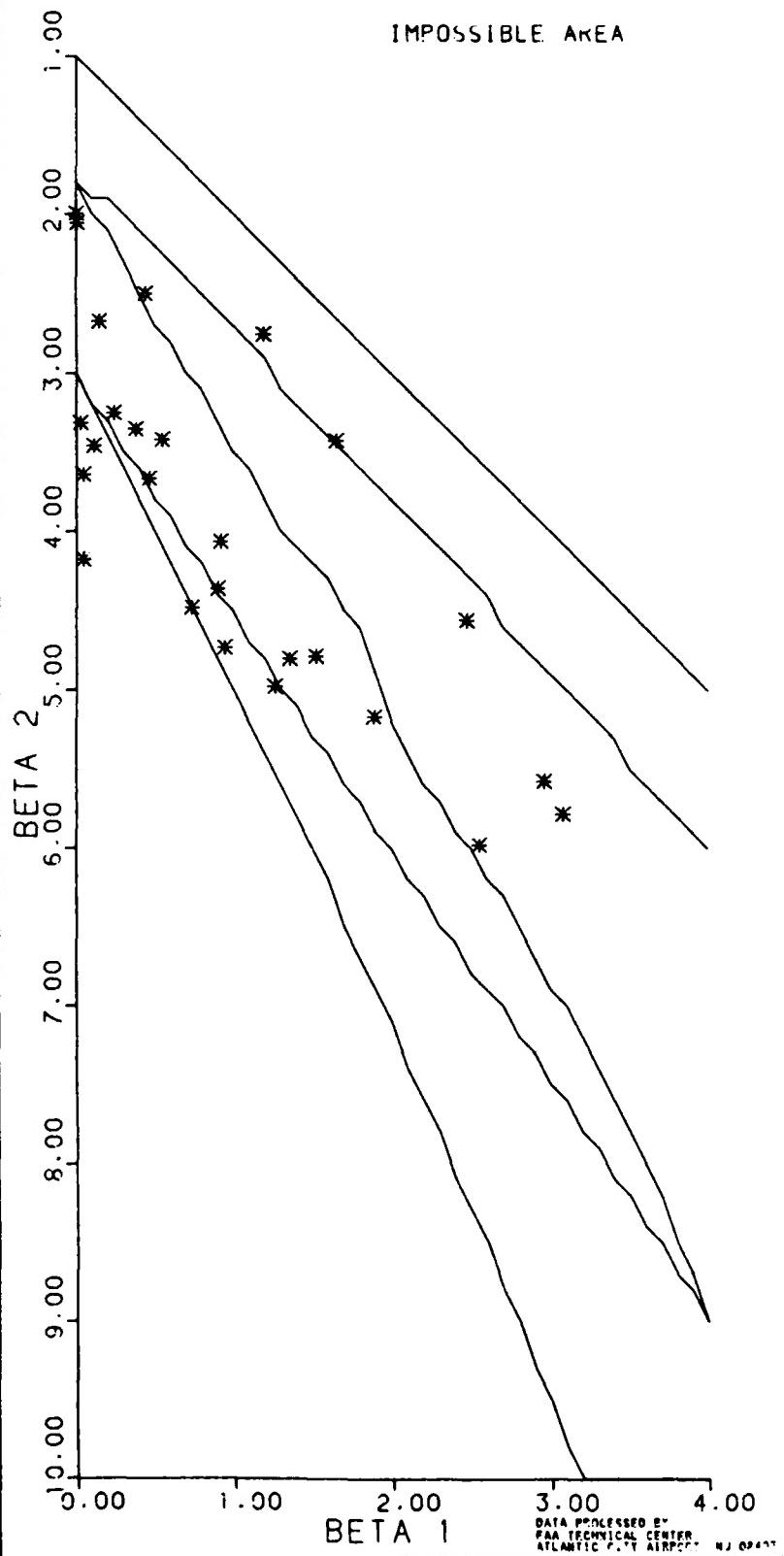
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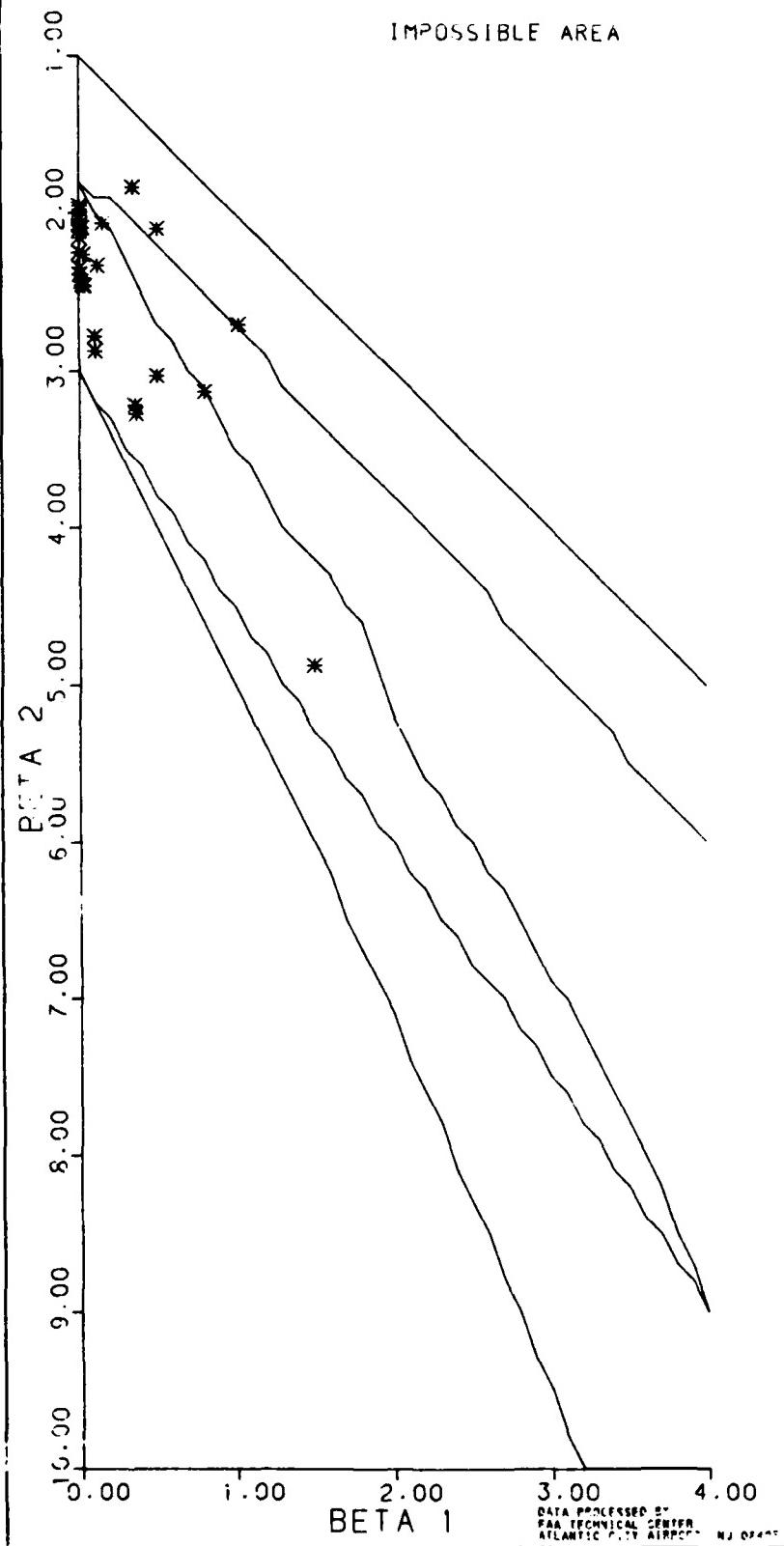
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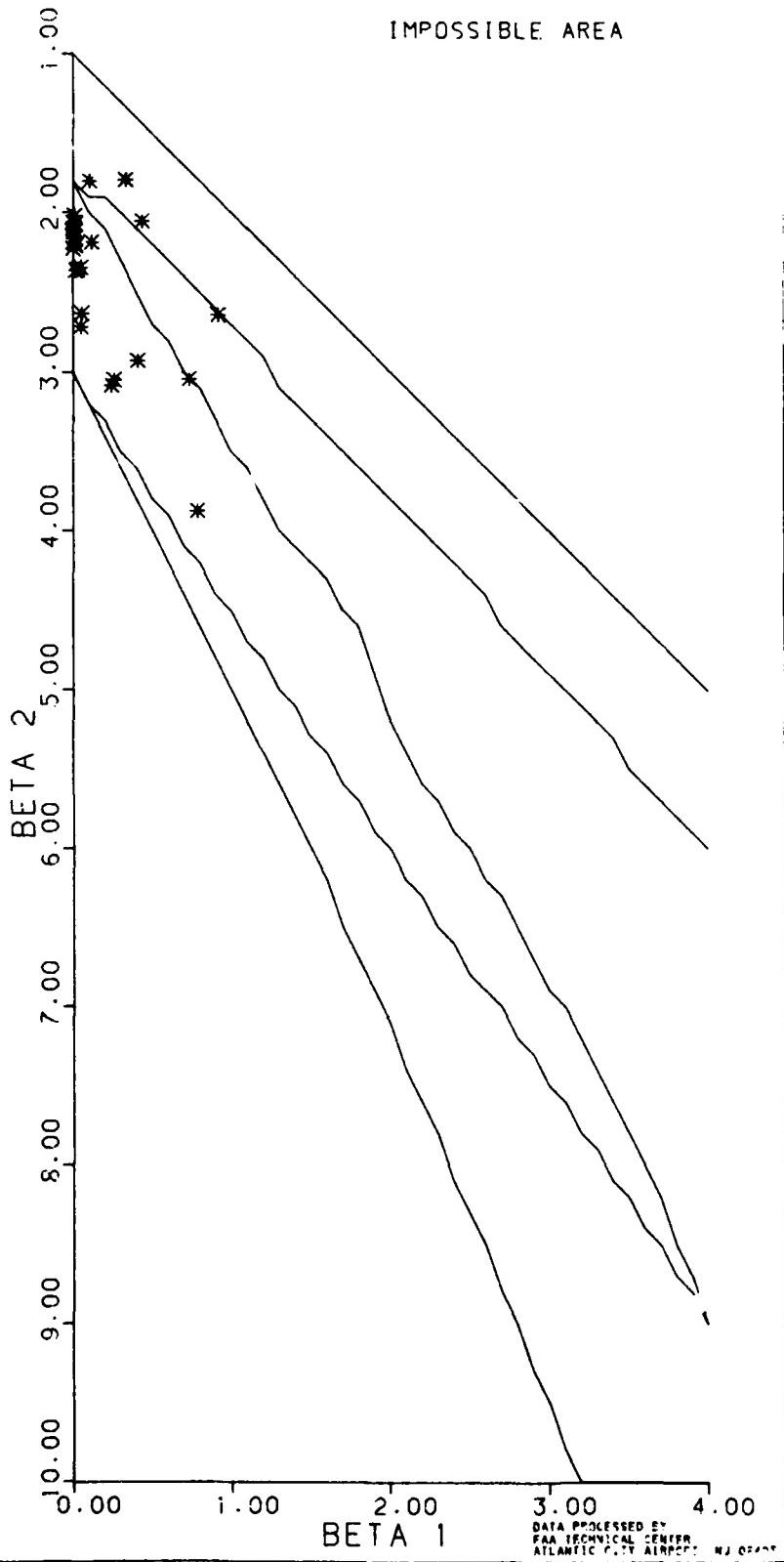
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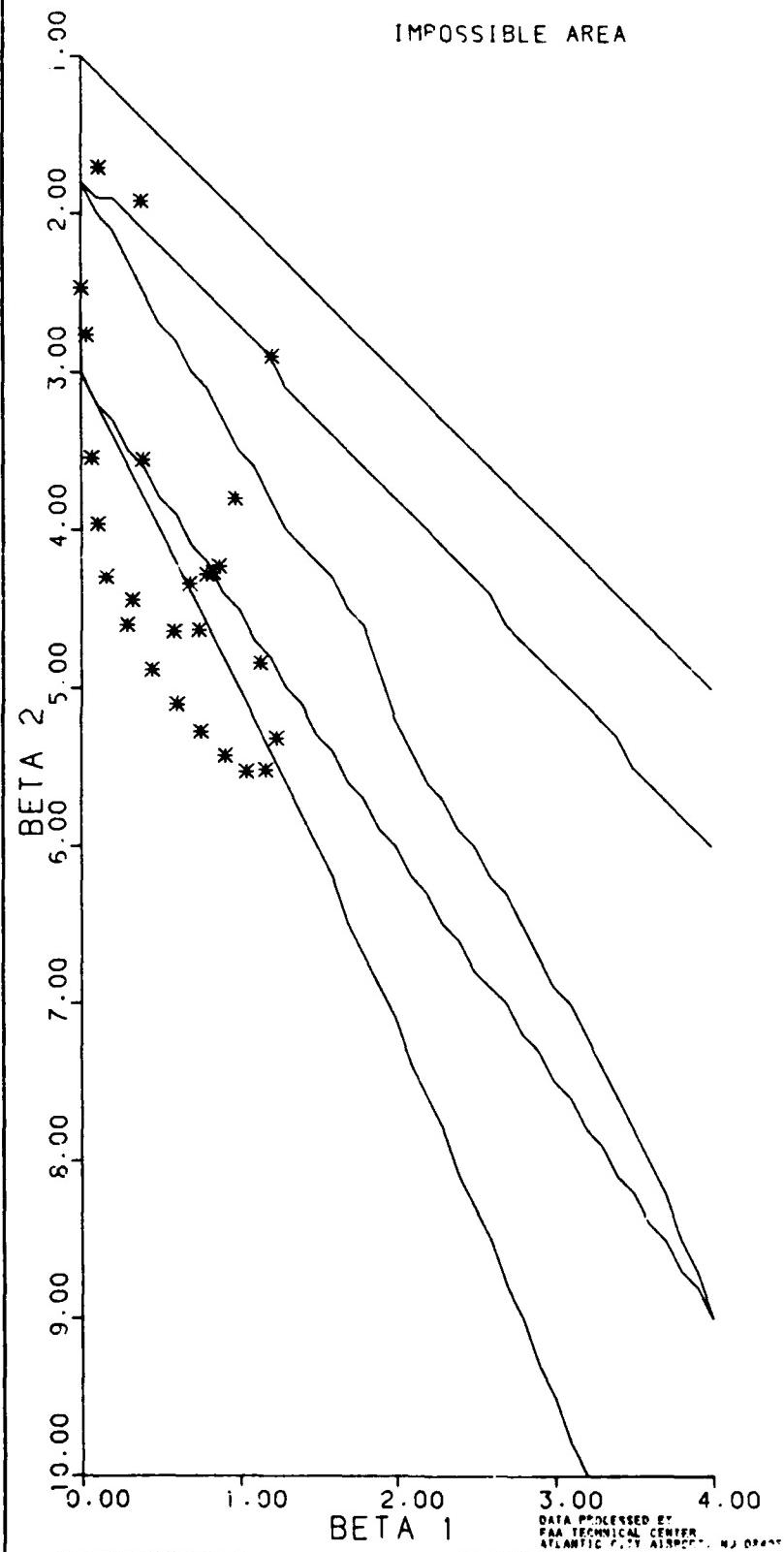
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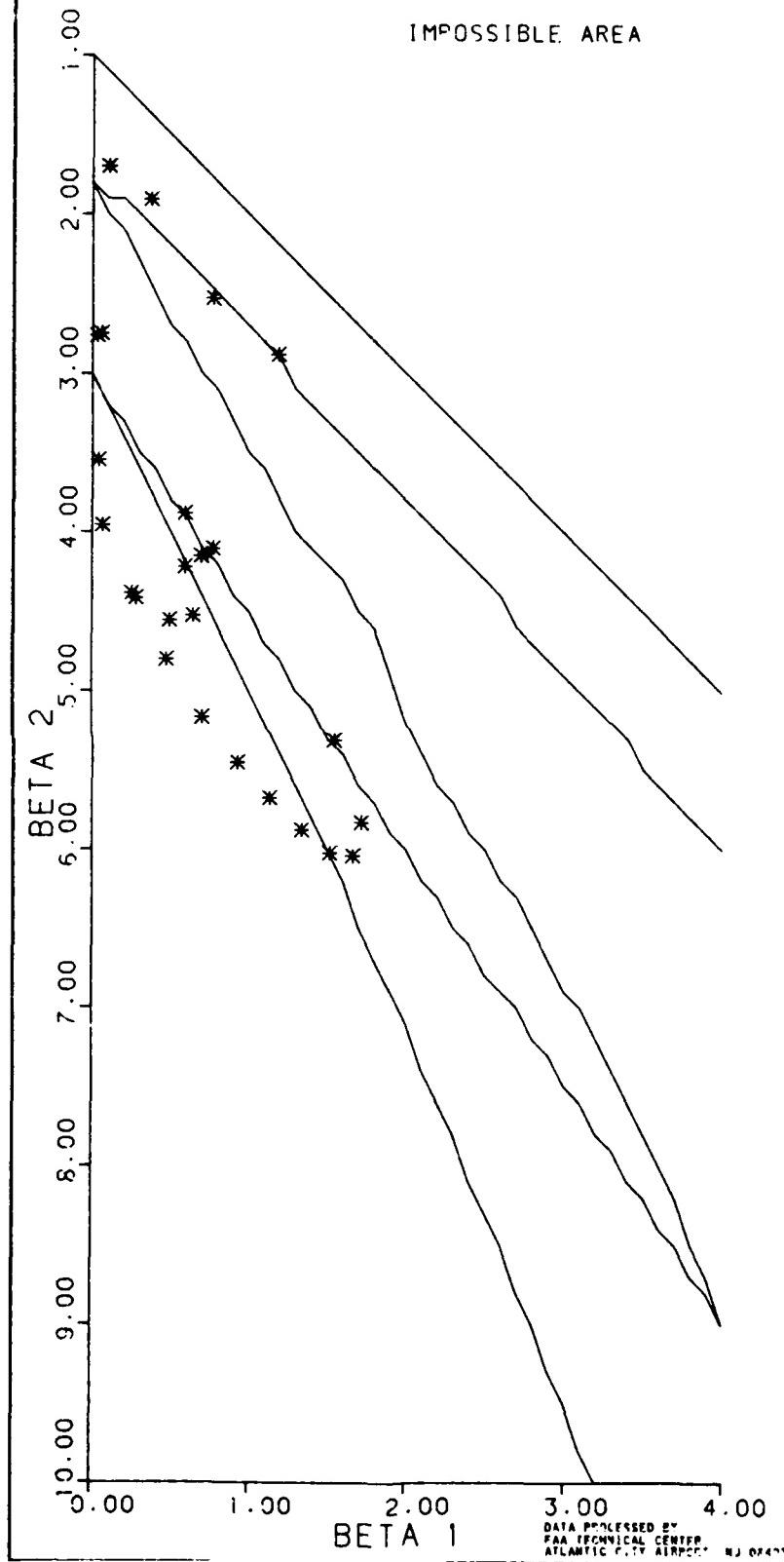
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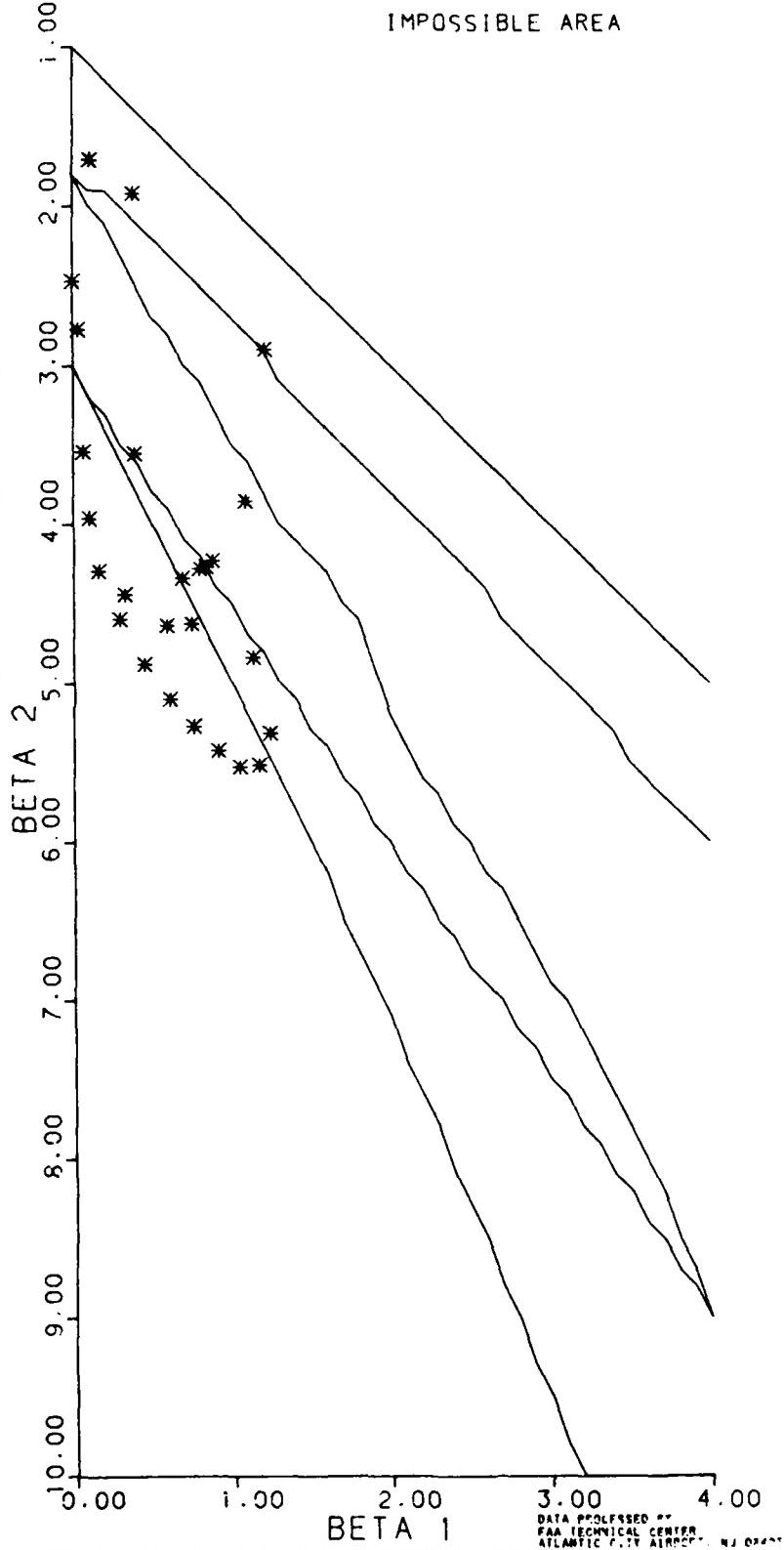
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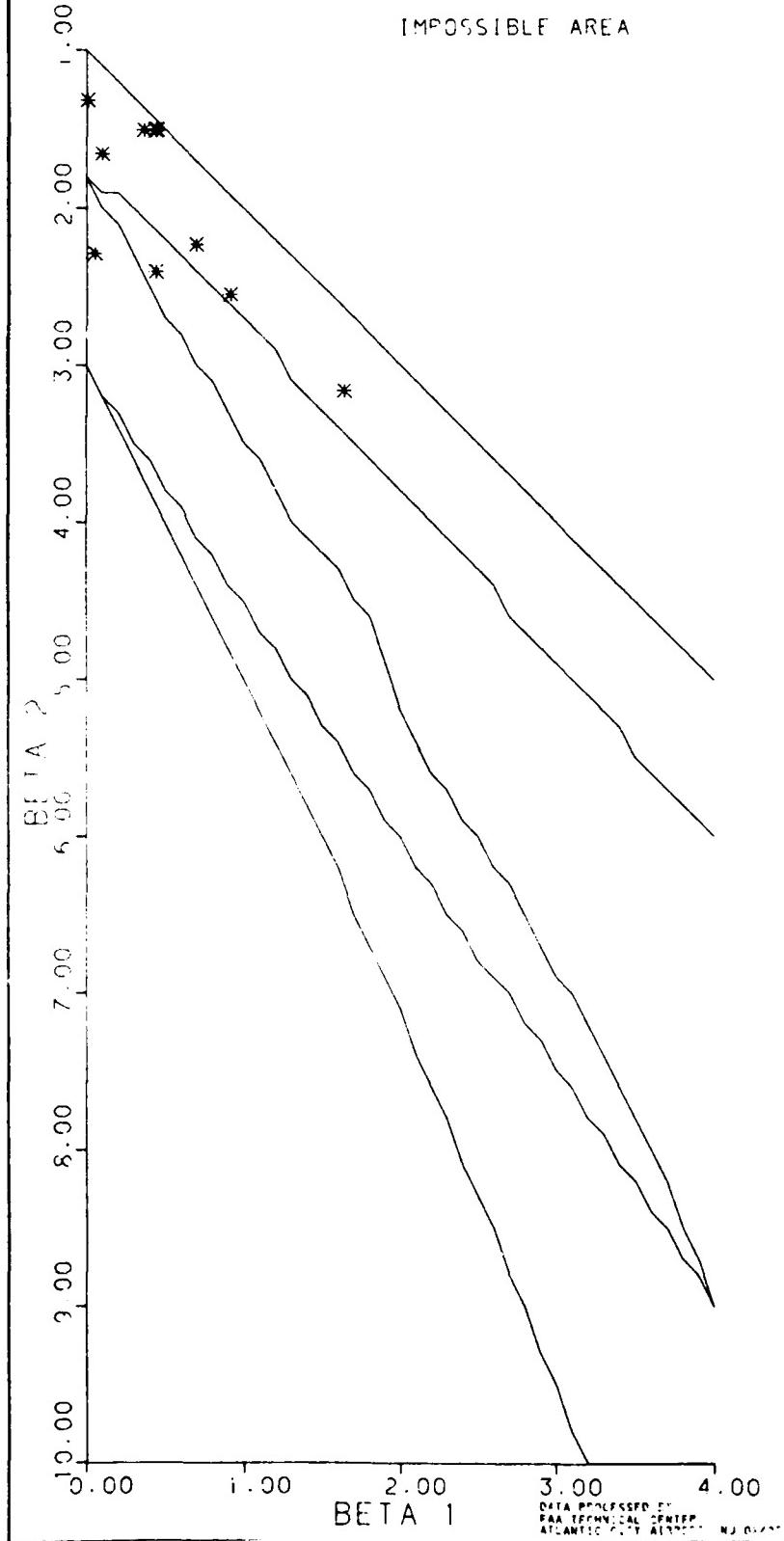
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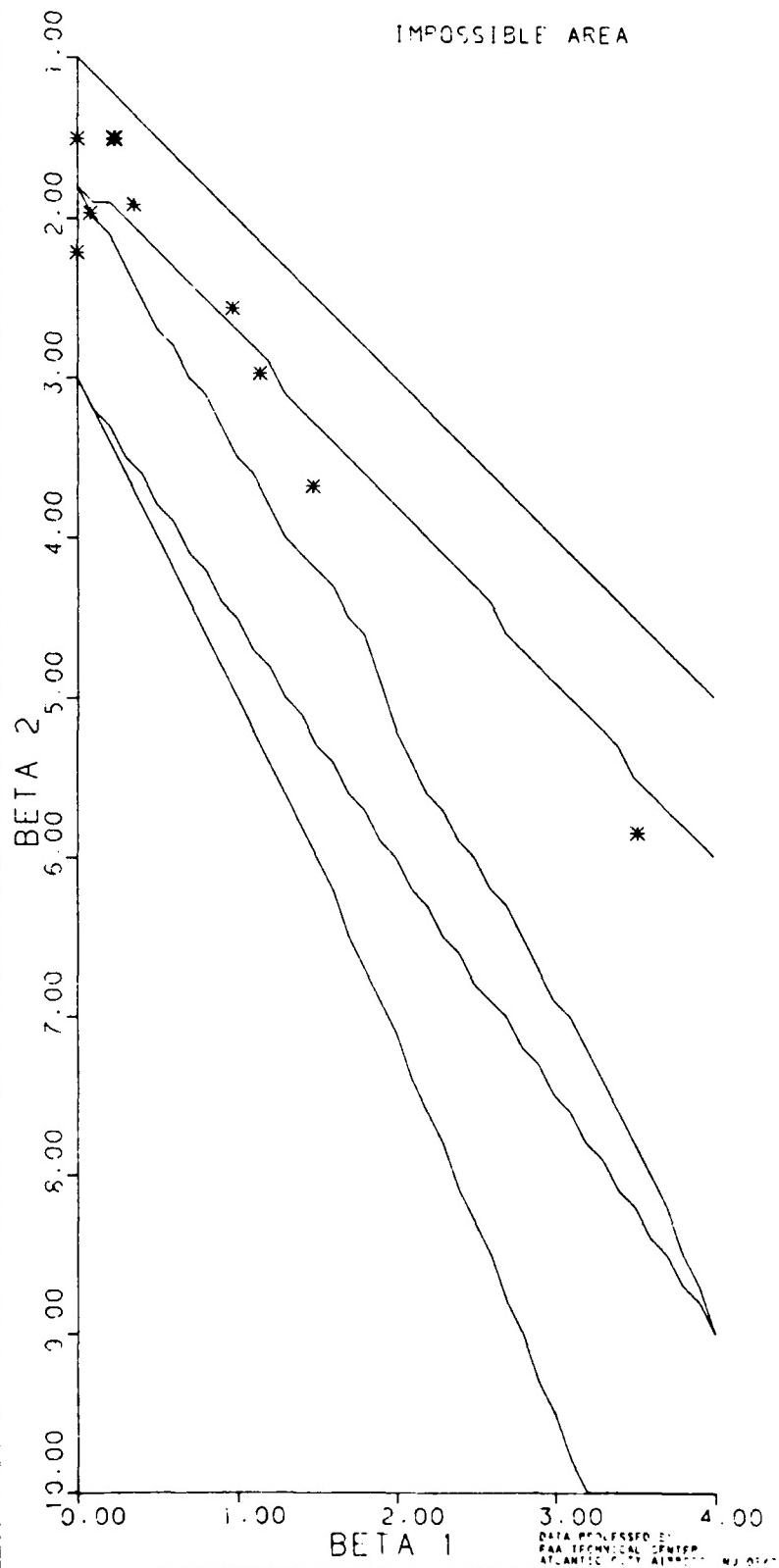
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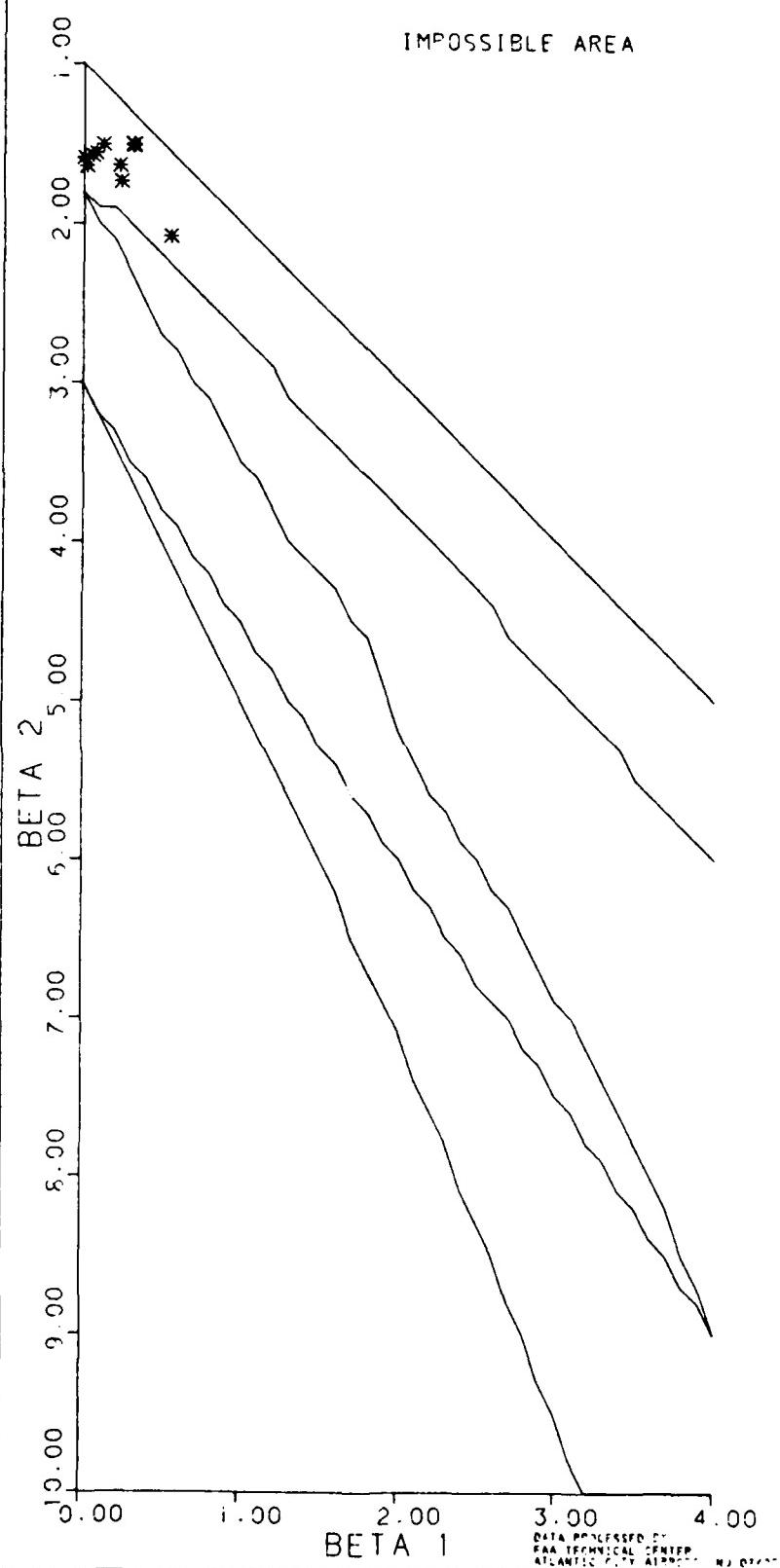
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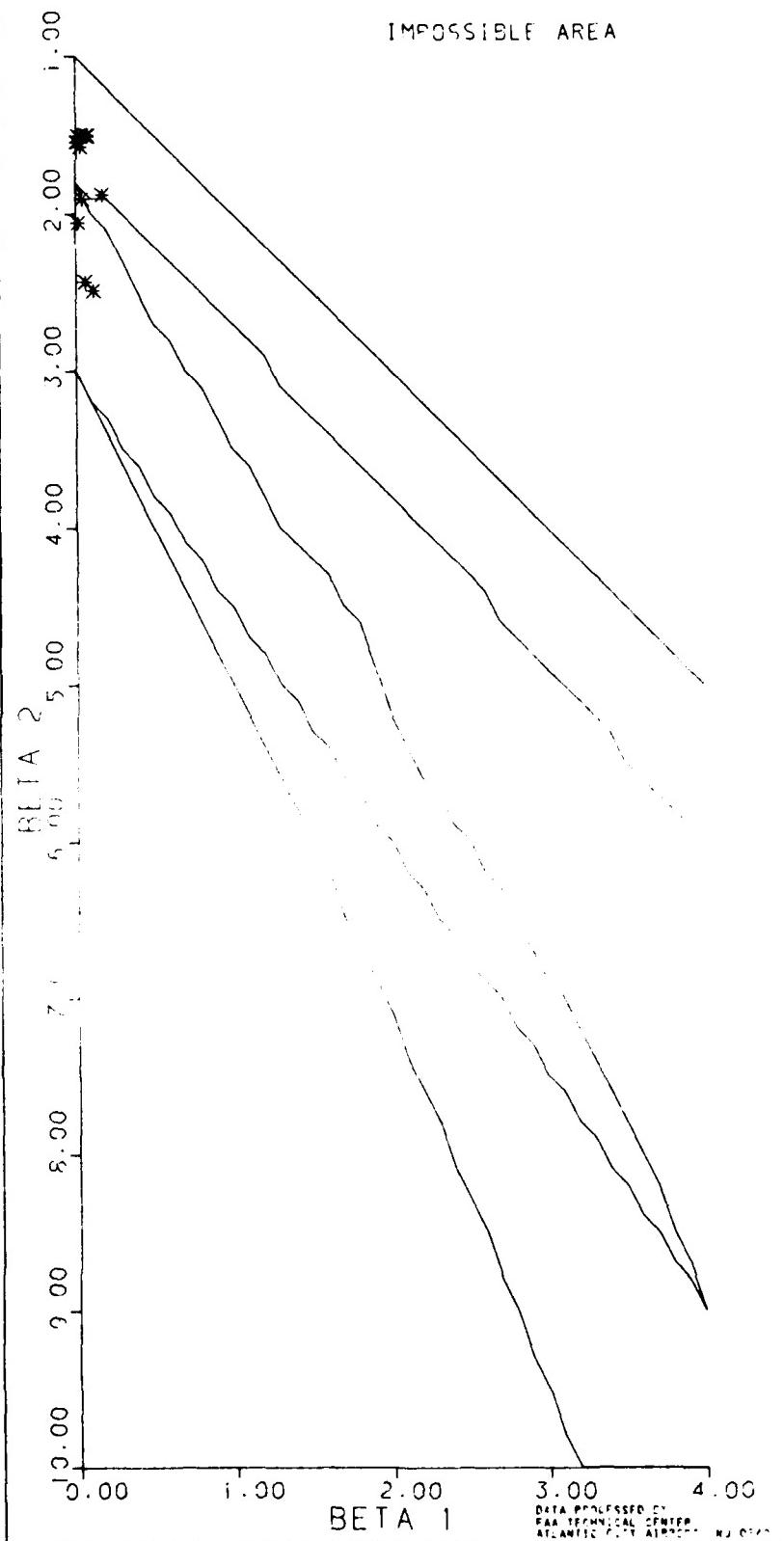
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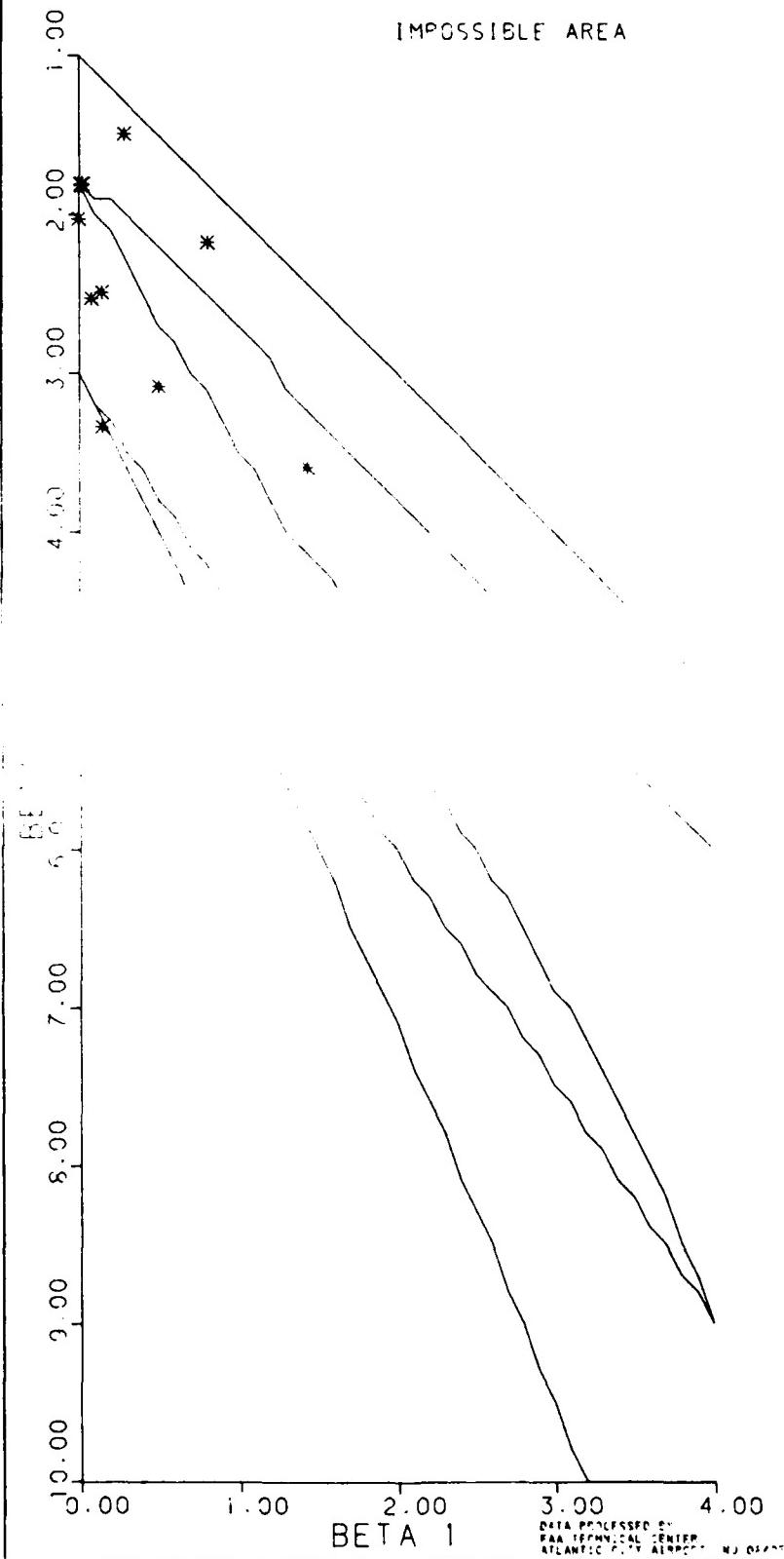
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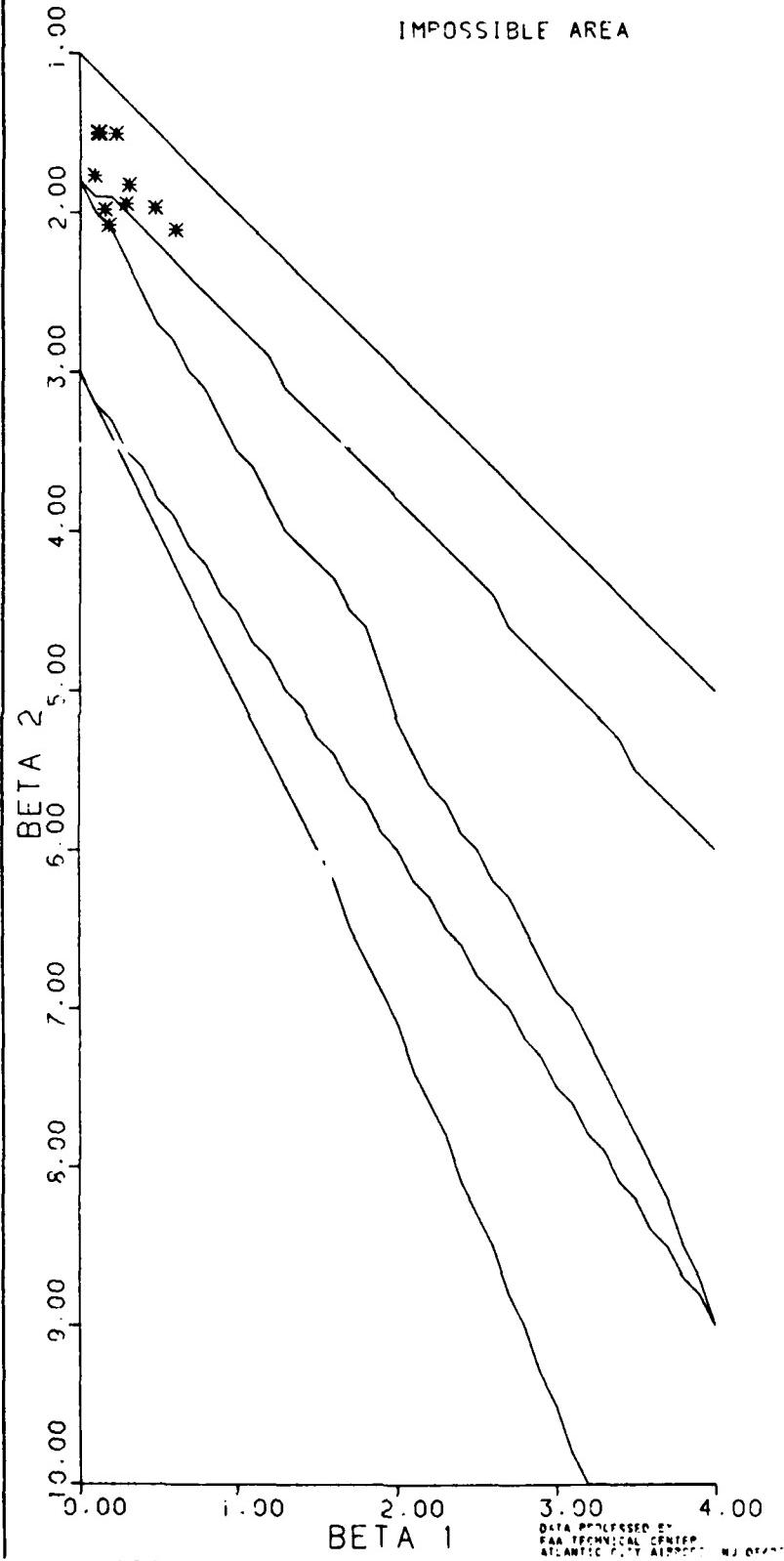
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ALONGTRACK VELOCITY (FPM)



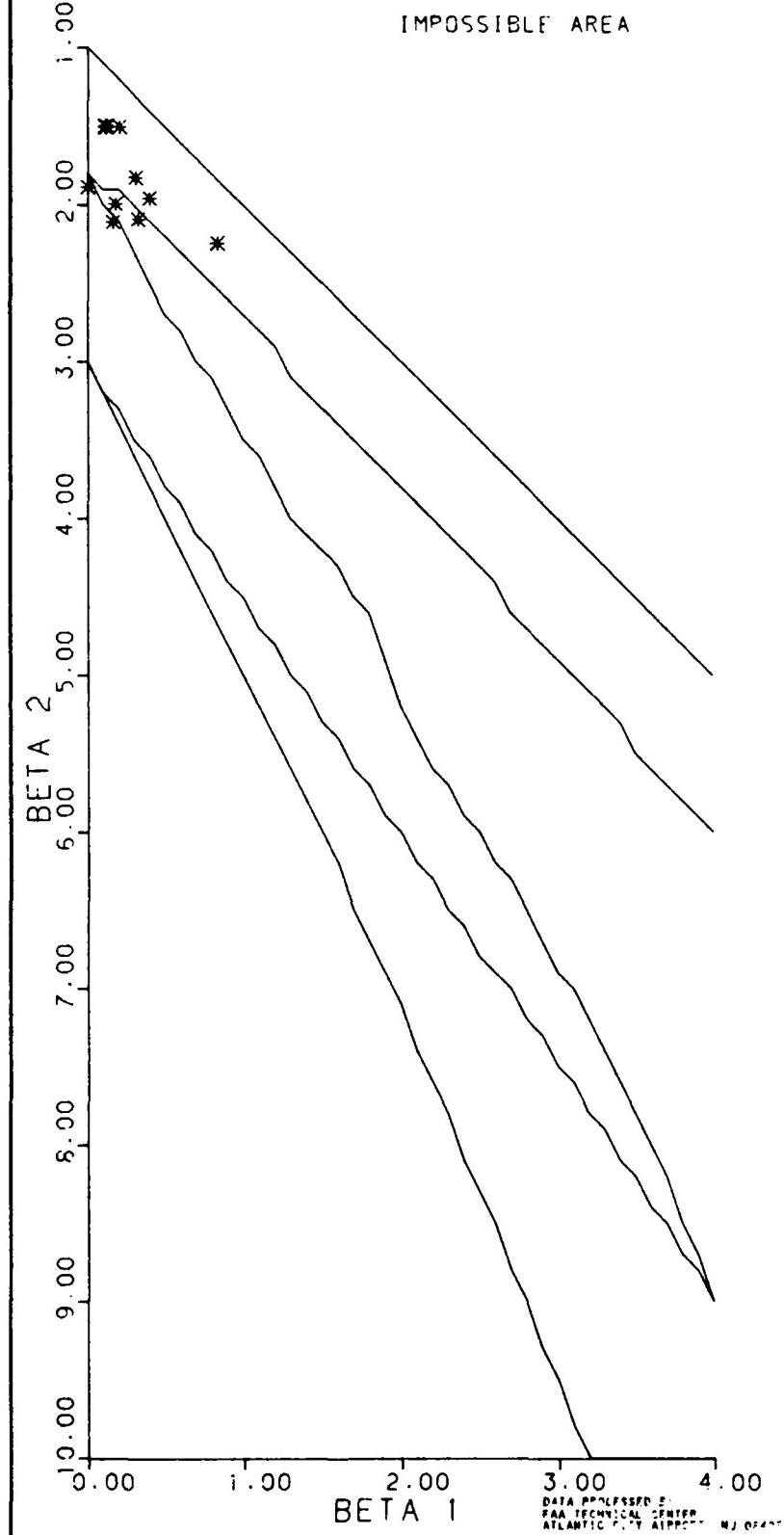
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VERTICAL VELOCITY (FPM)



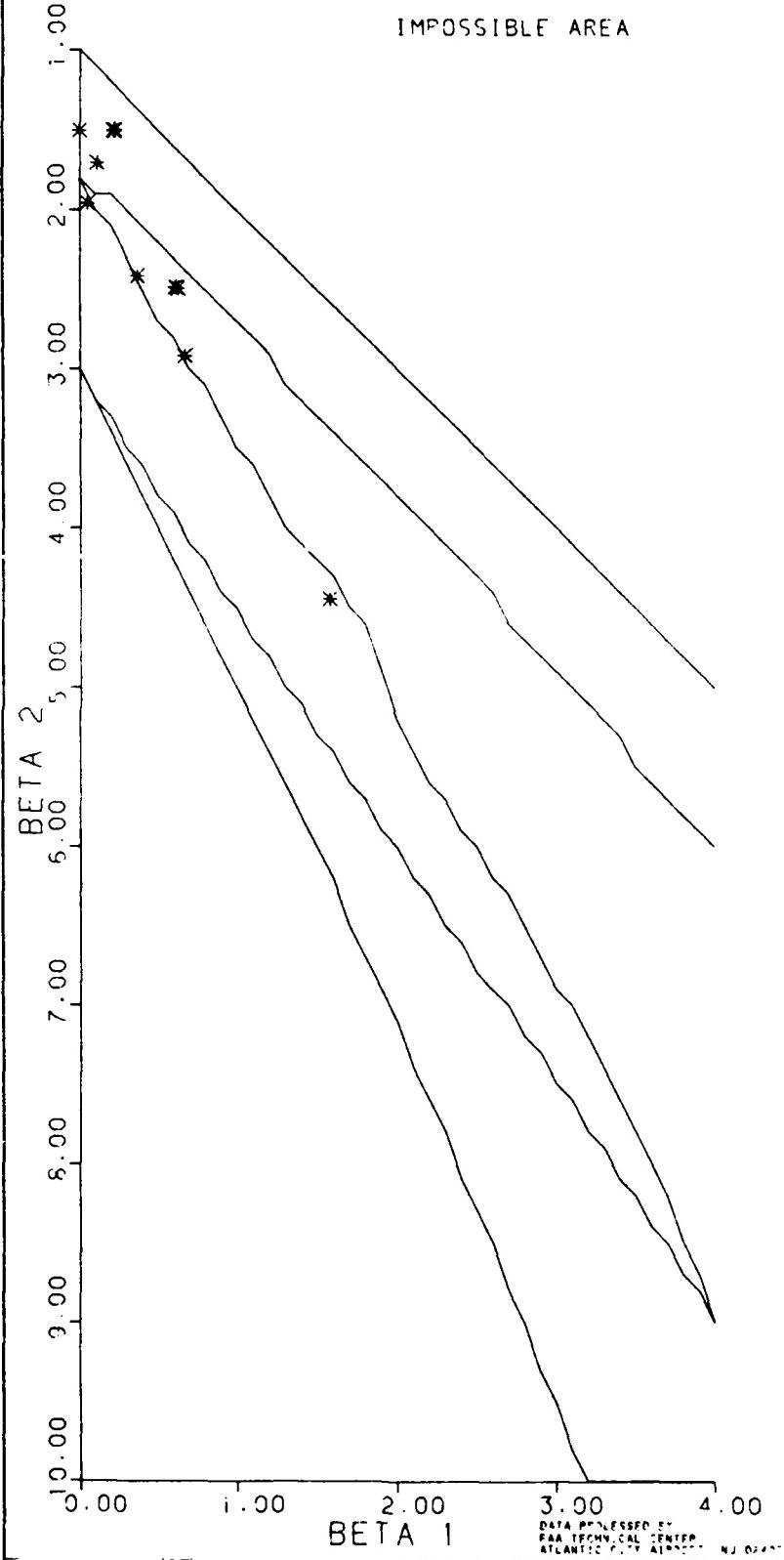
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GROUNDSPEED (KNOTS)



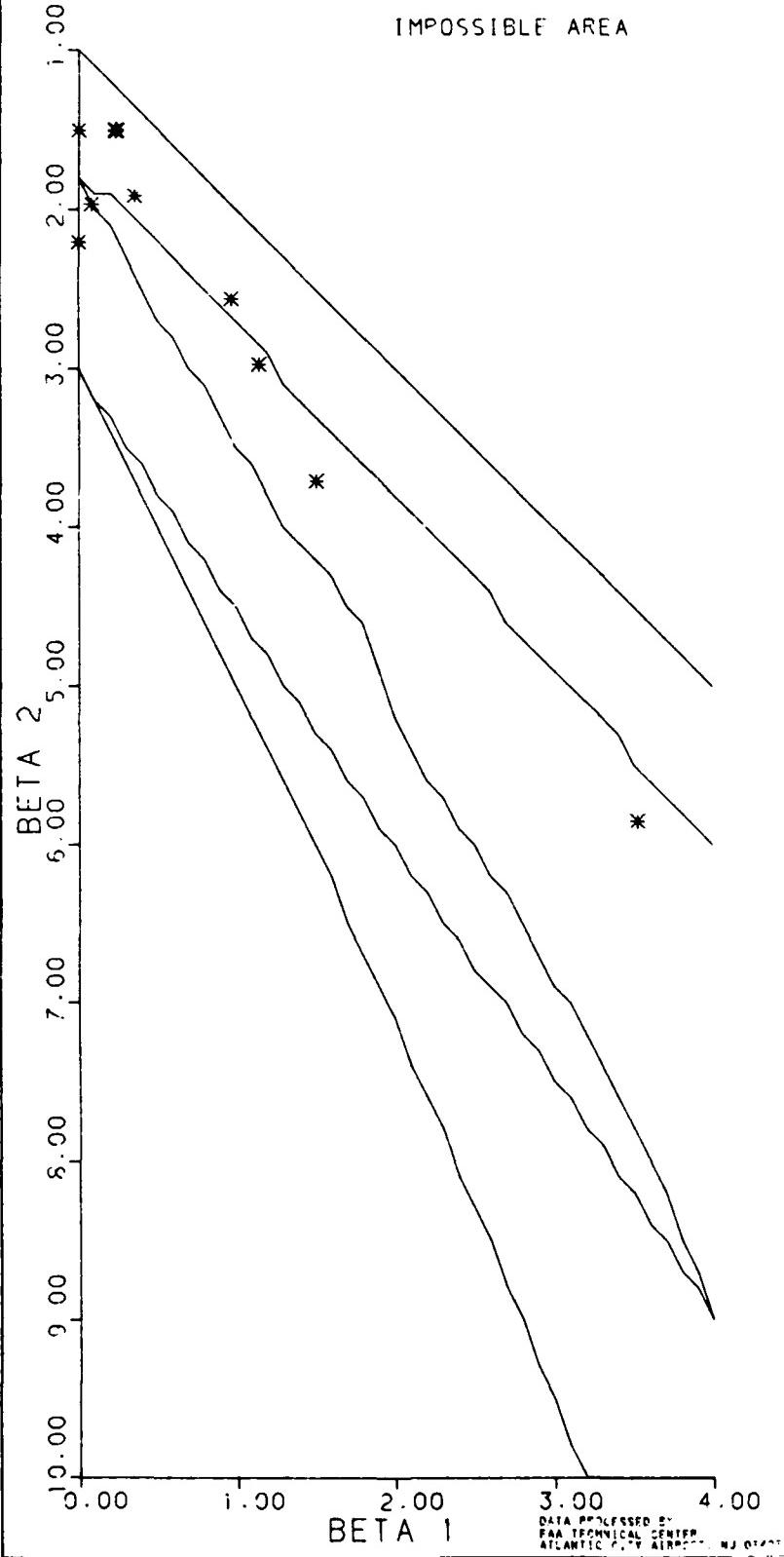
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ALONG PATH SPEED (KNOTS)



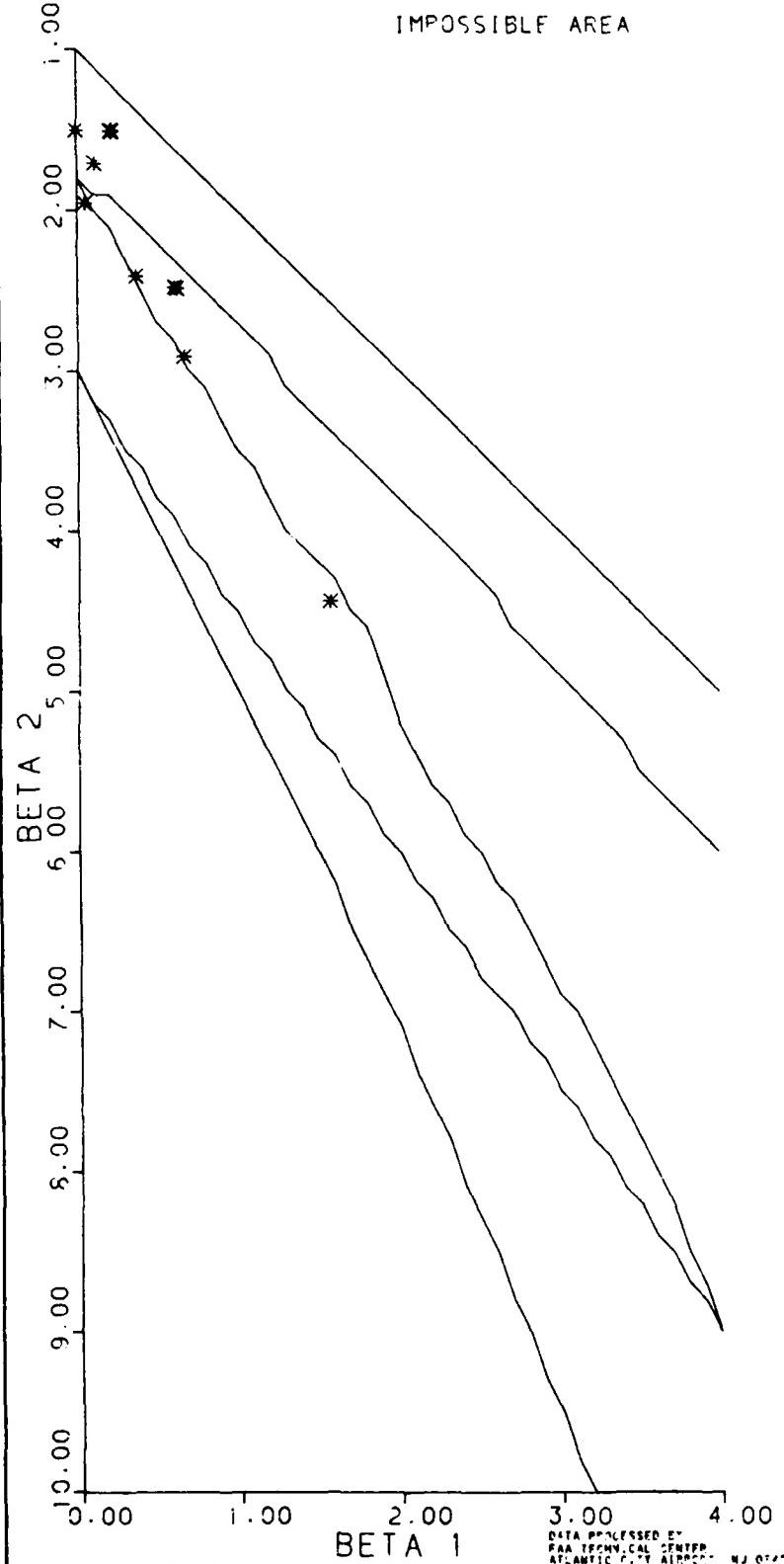
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7.125 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG)



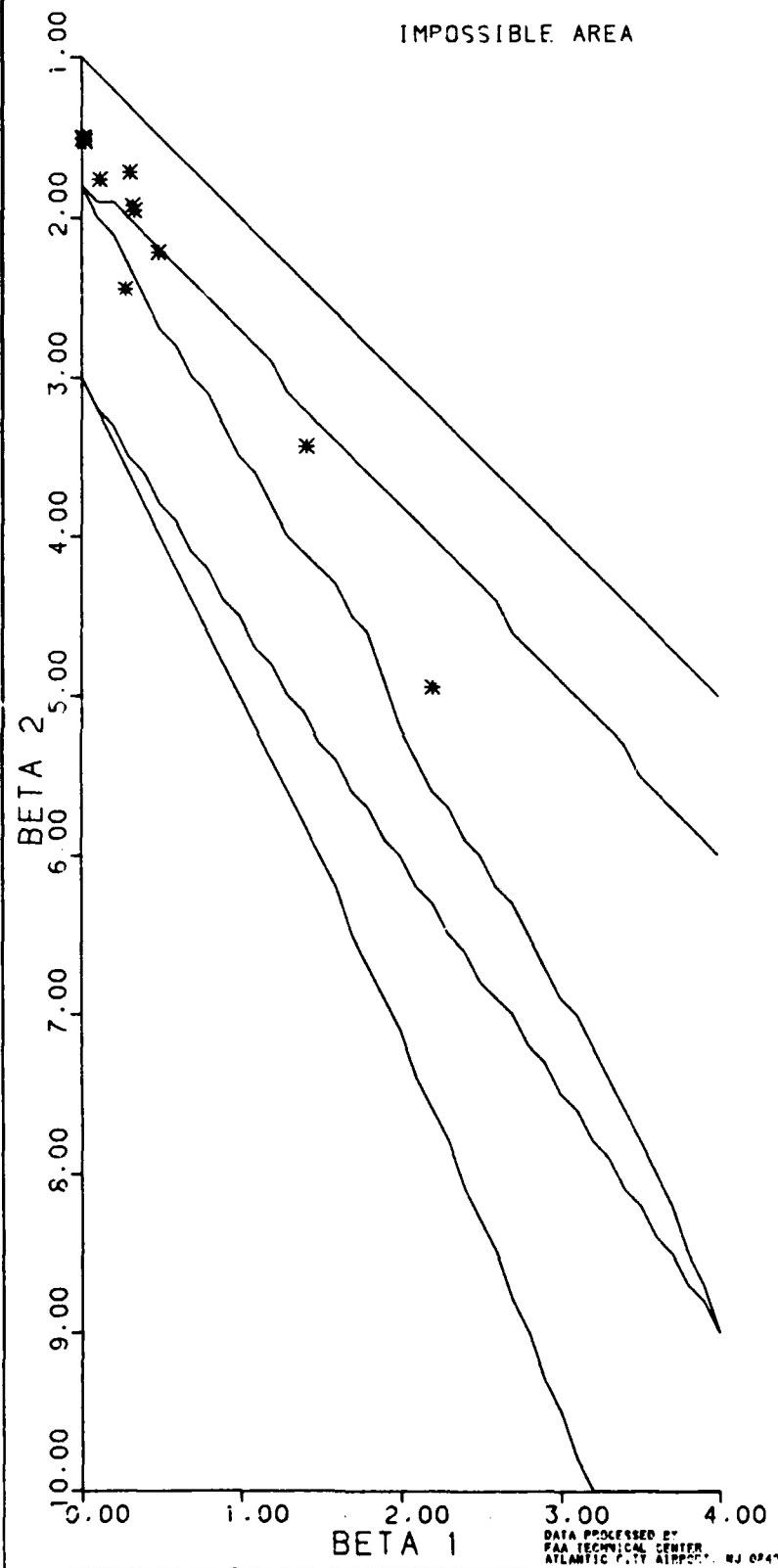
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ALTITUDE ERROR (FT)



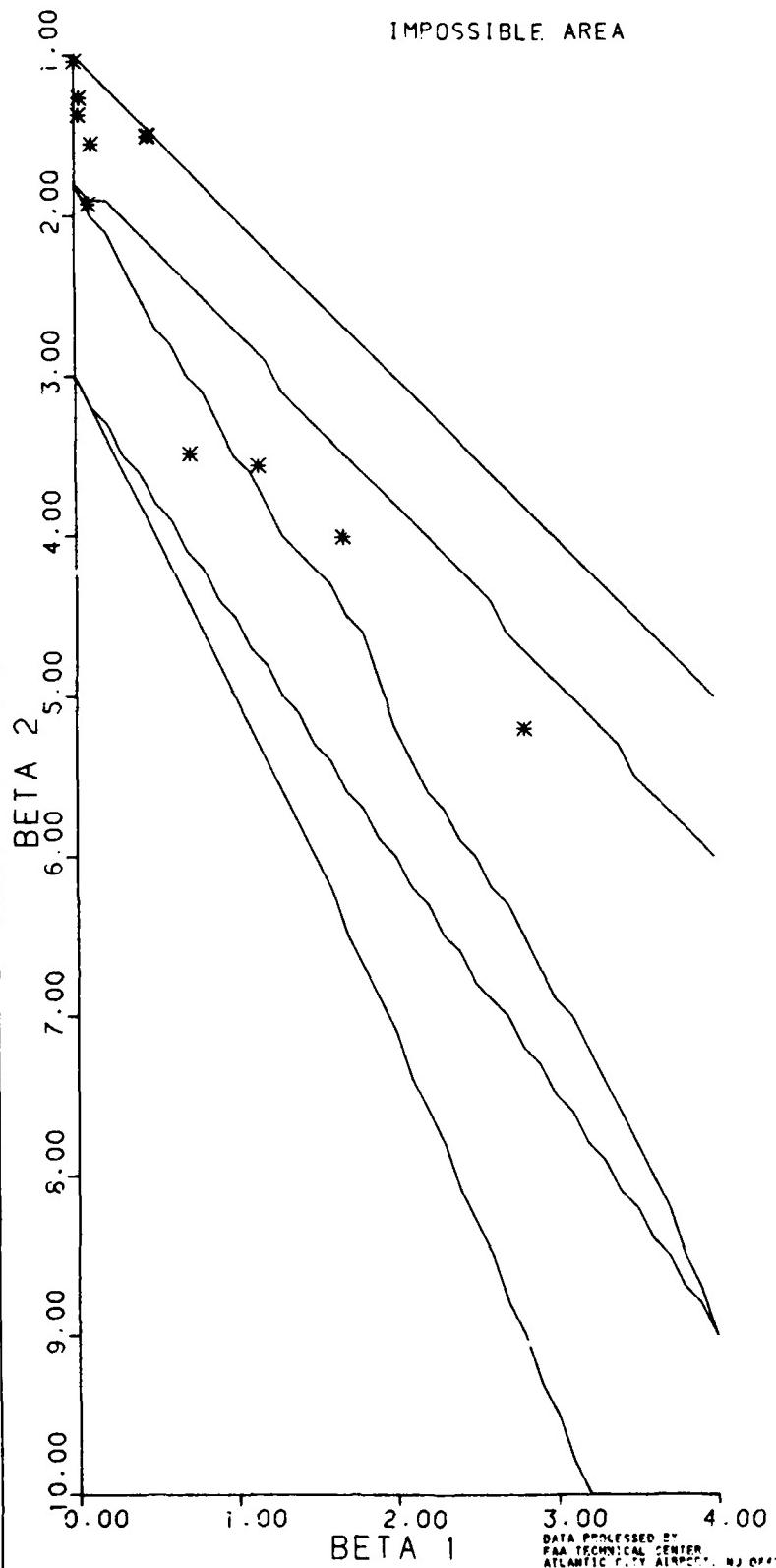
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ANGULAR POSITION (DEG)



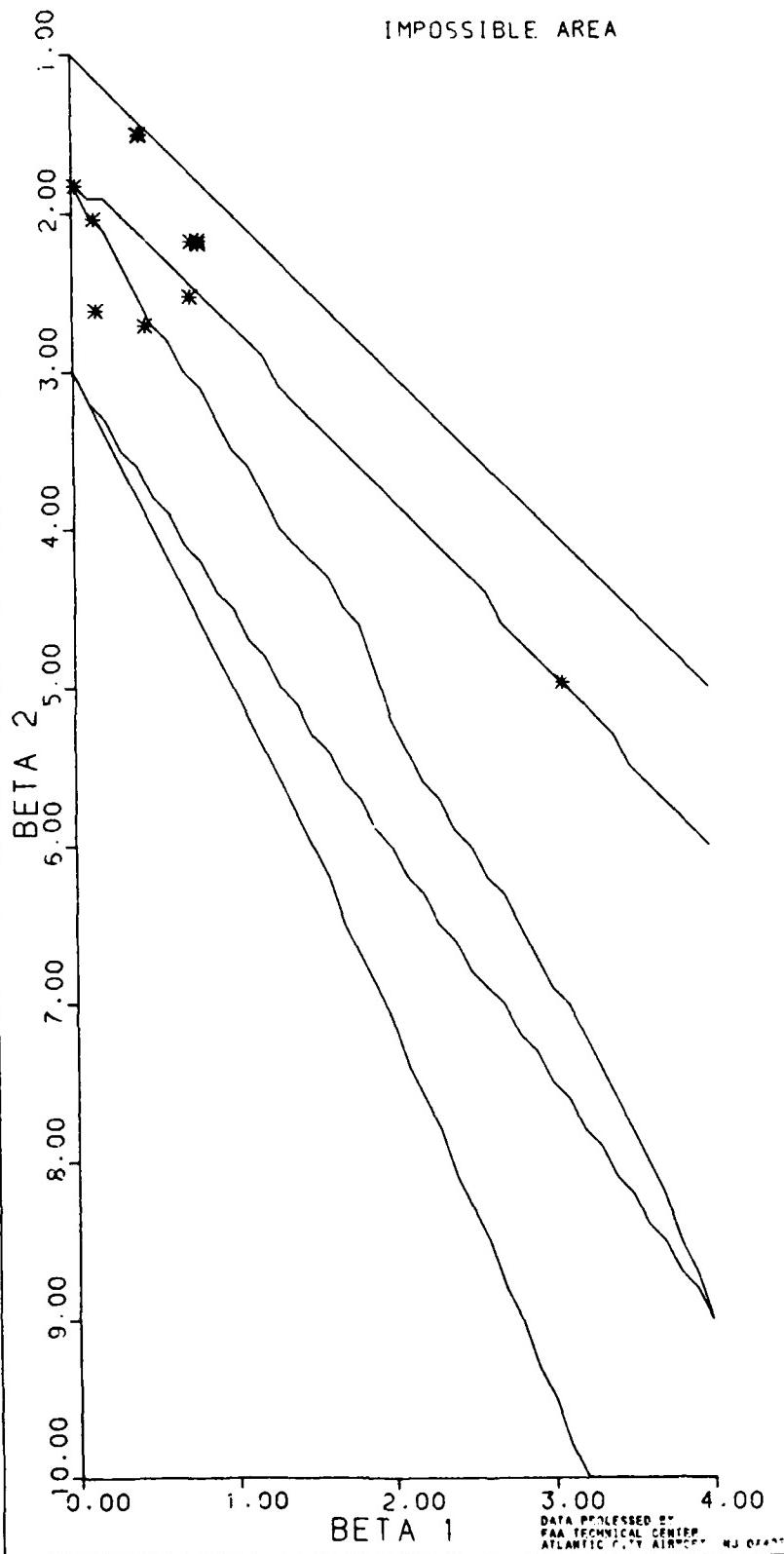
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CROSSTRACK POSITION (FT)



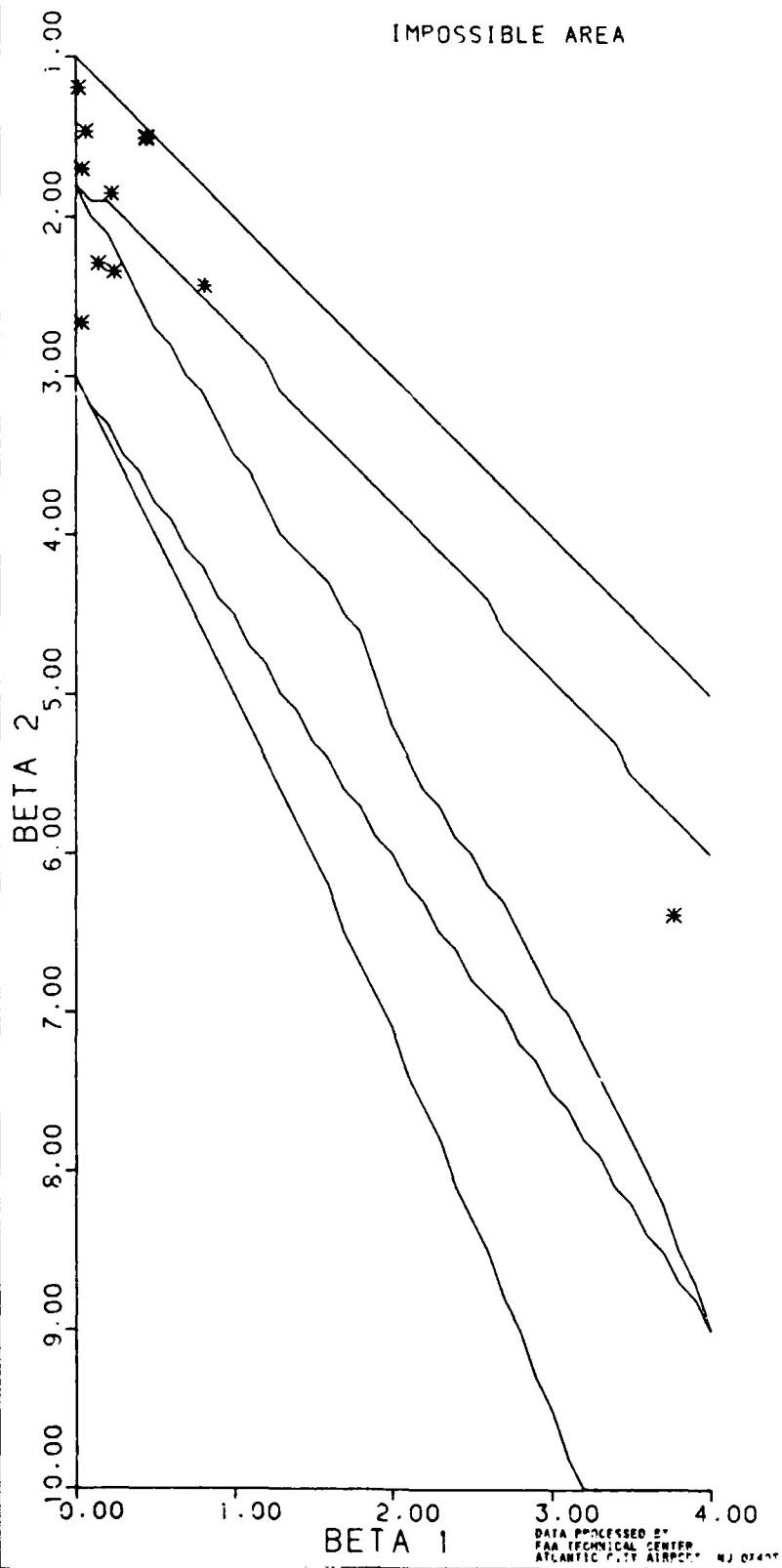
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ALTITUDE (FT)



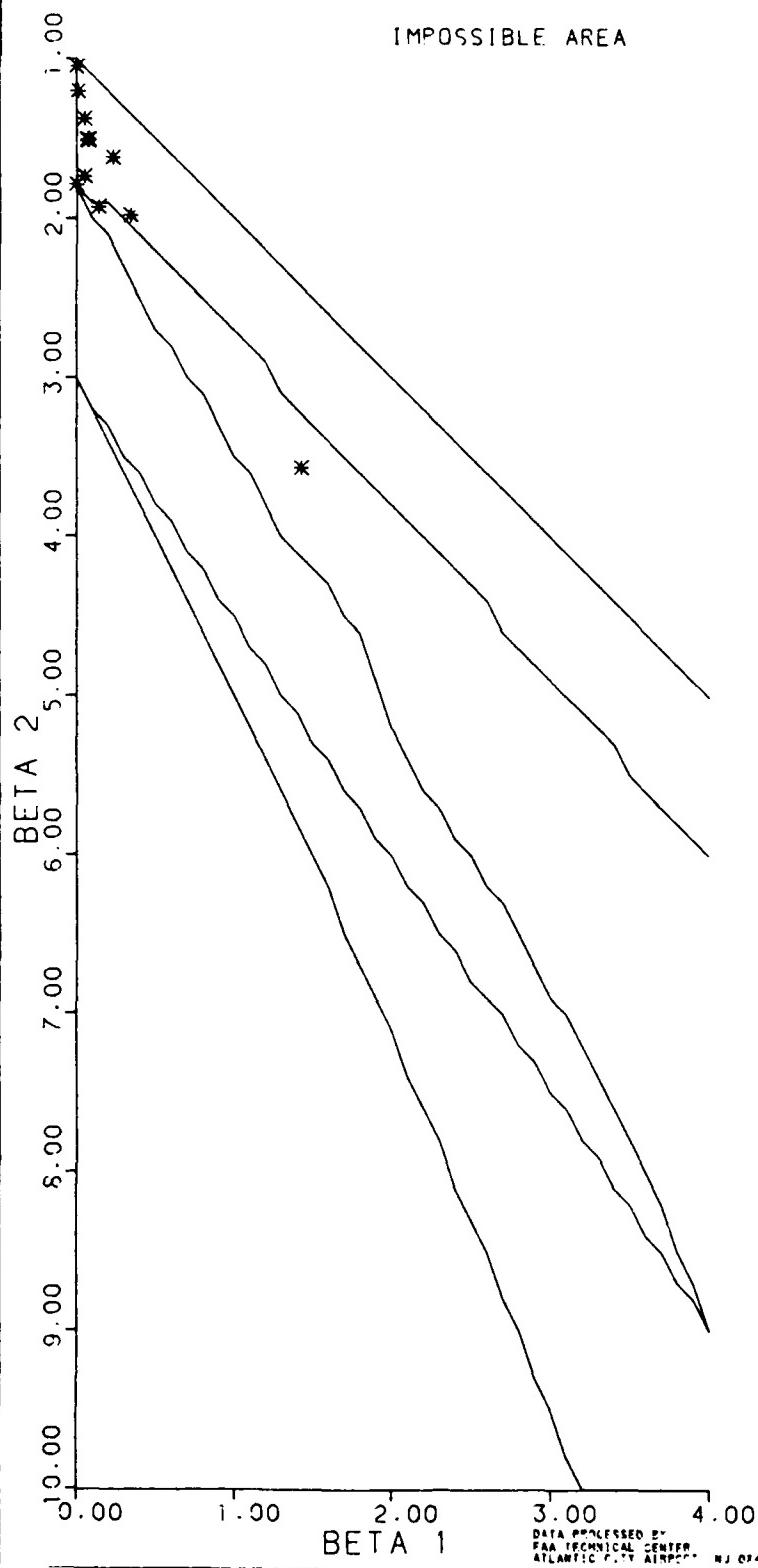
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CROSSTRACK VELOCITY (FPM)



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ALONGTRACK VELOCITY (FPM)

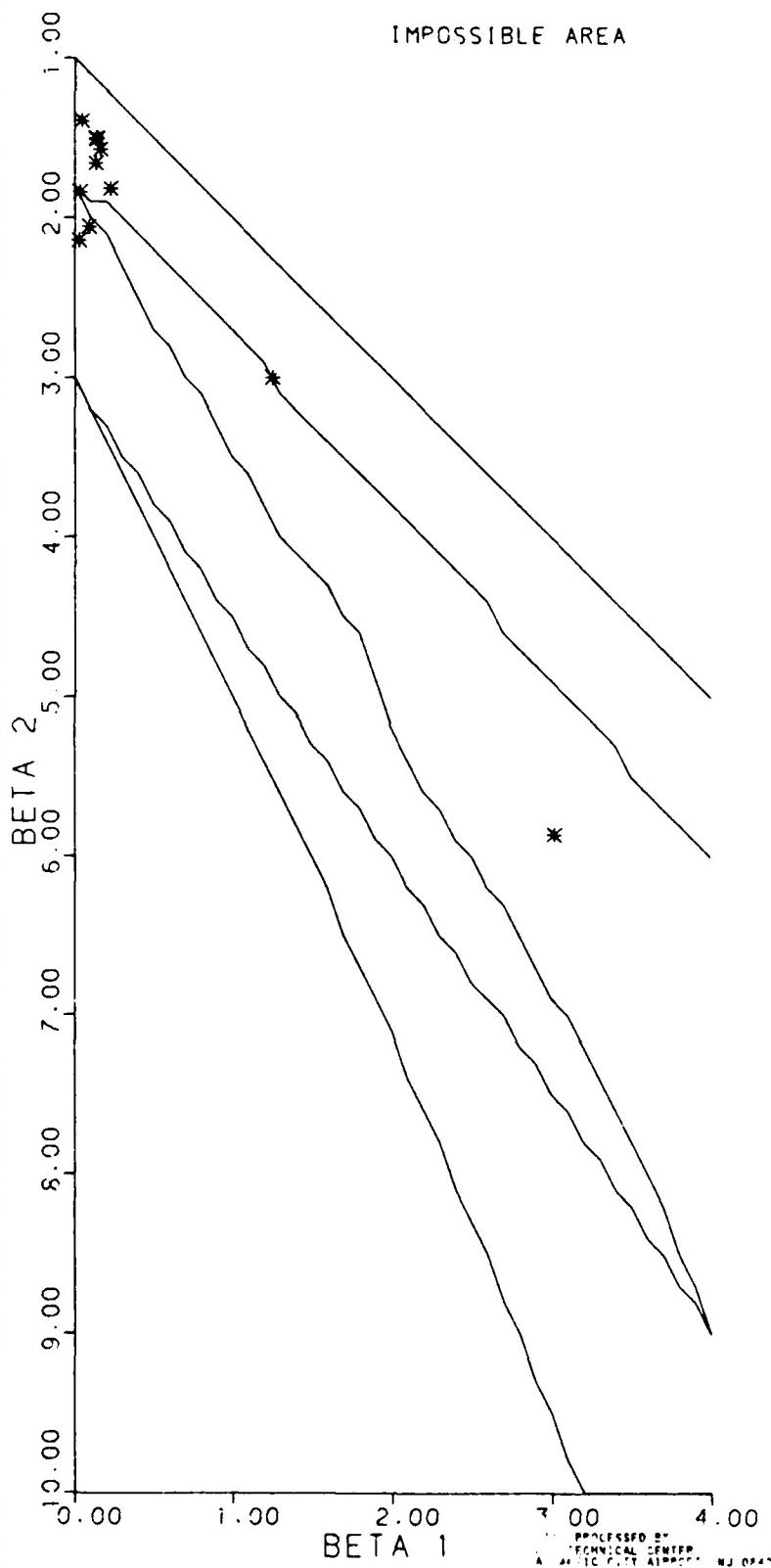


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VERTICAL VELOCITY (FPM)

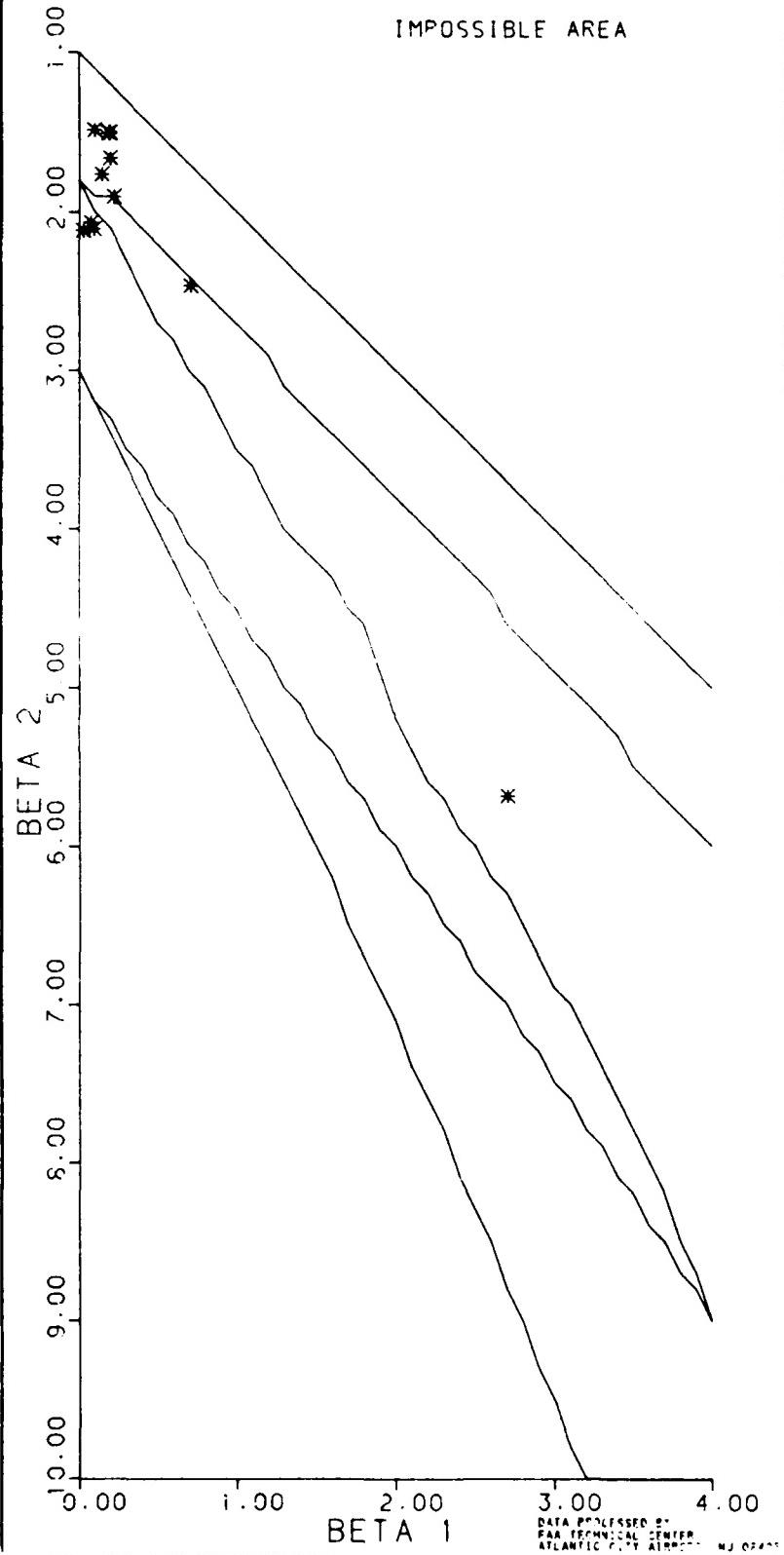


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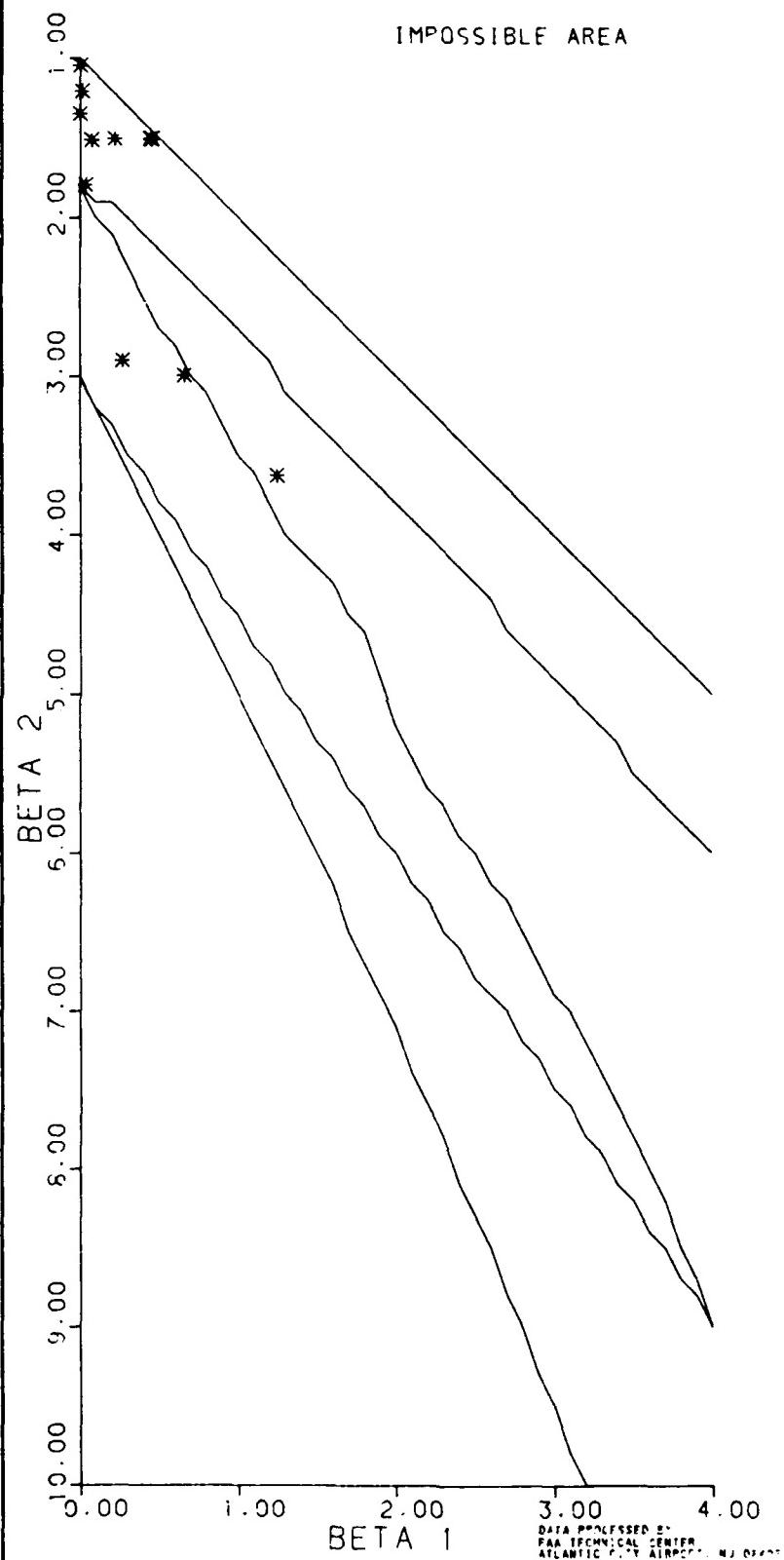
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GROUNDSPEED (KNOTS)



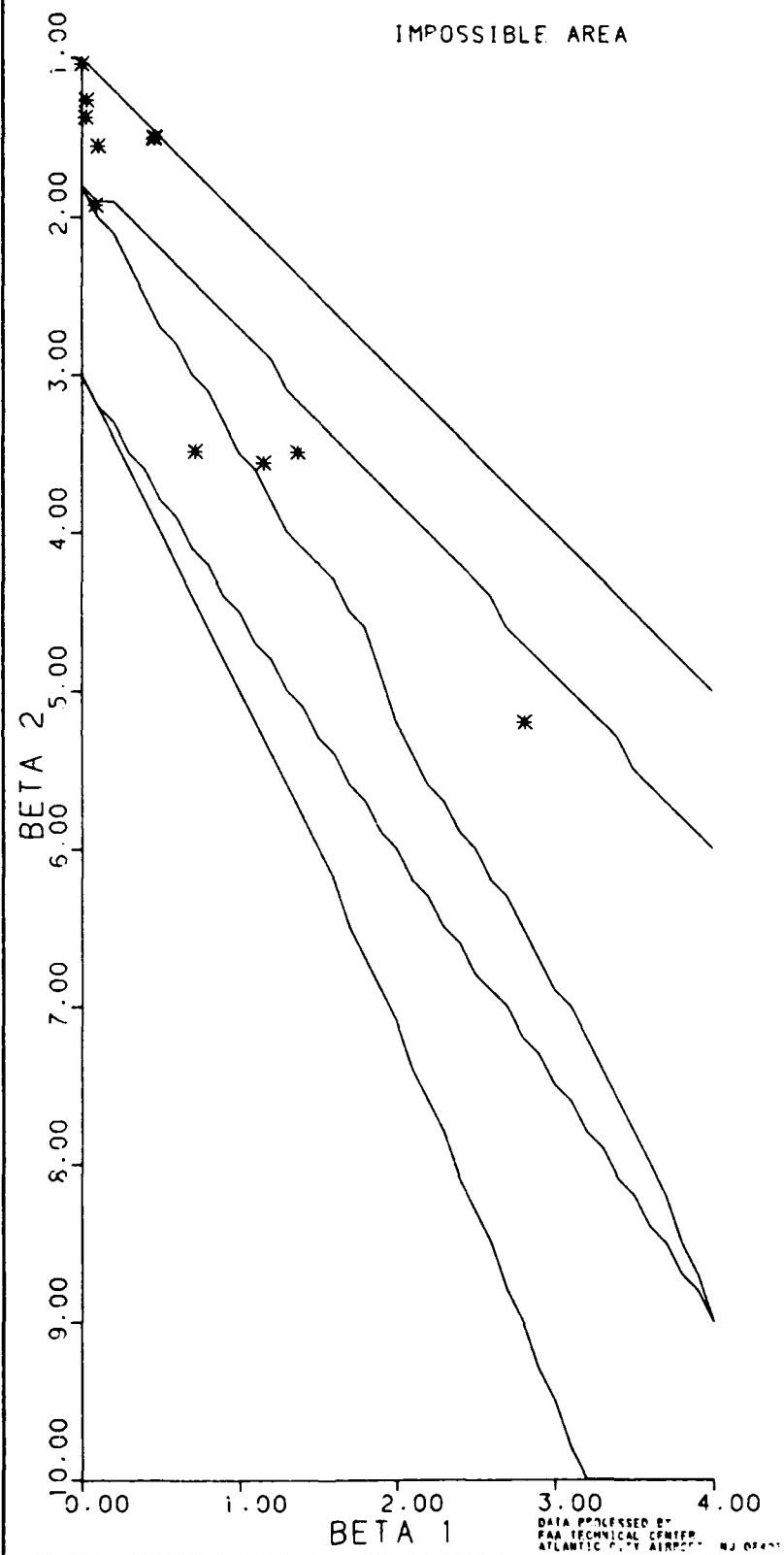
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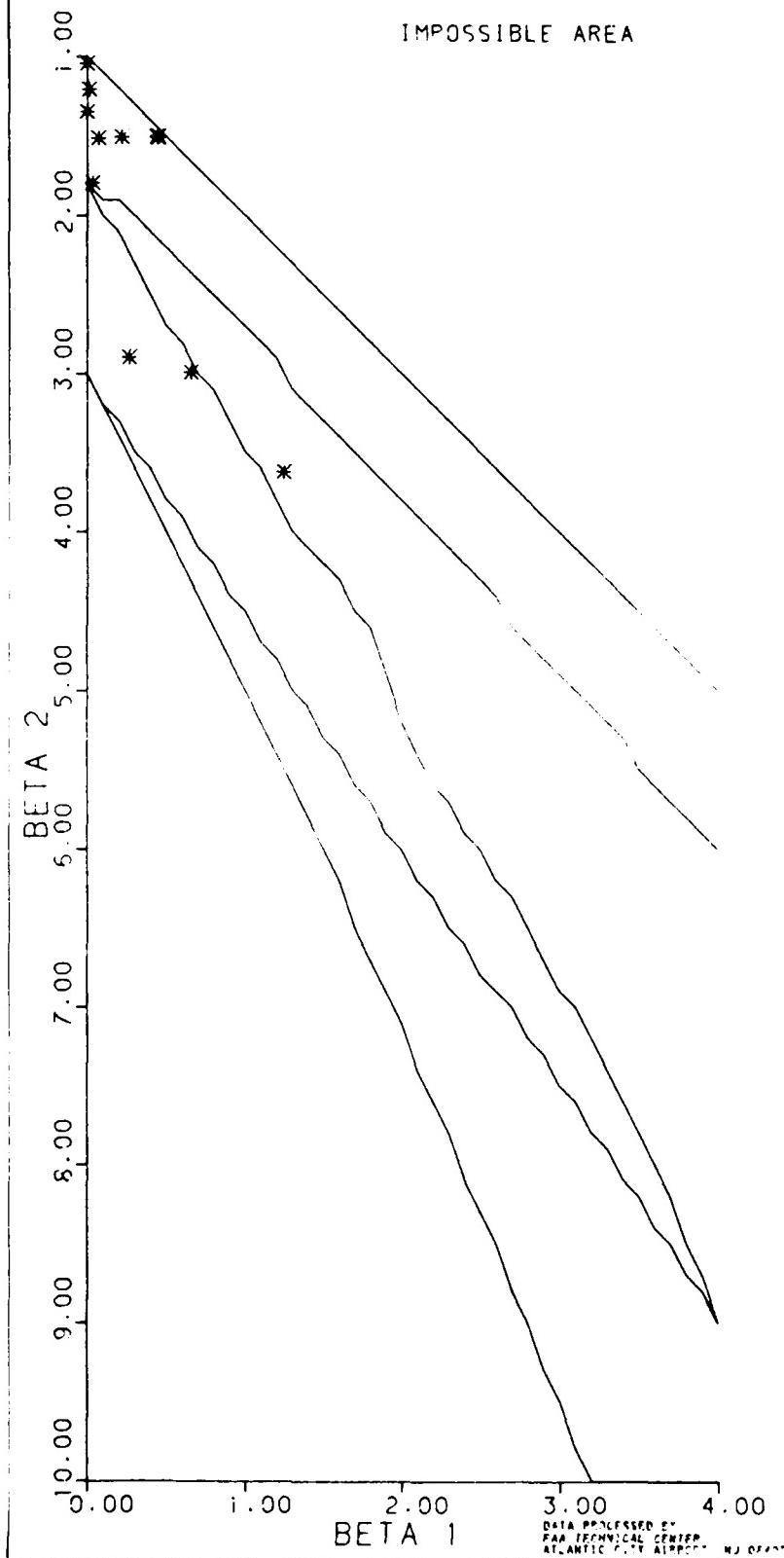
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ANGULAR ERROR (DEG)



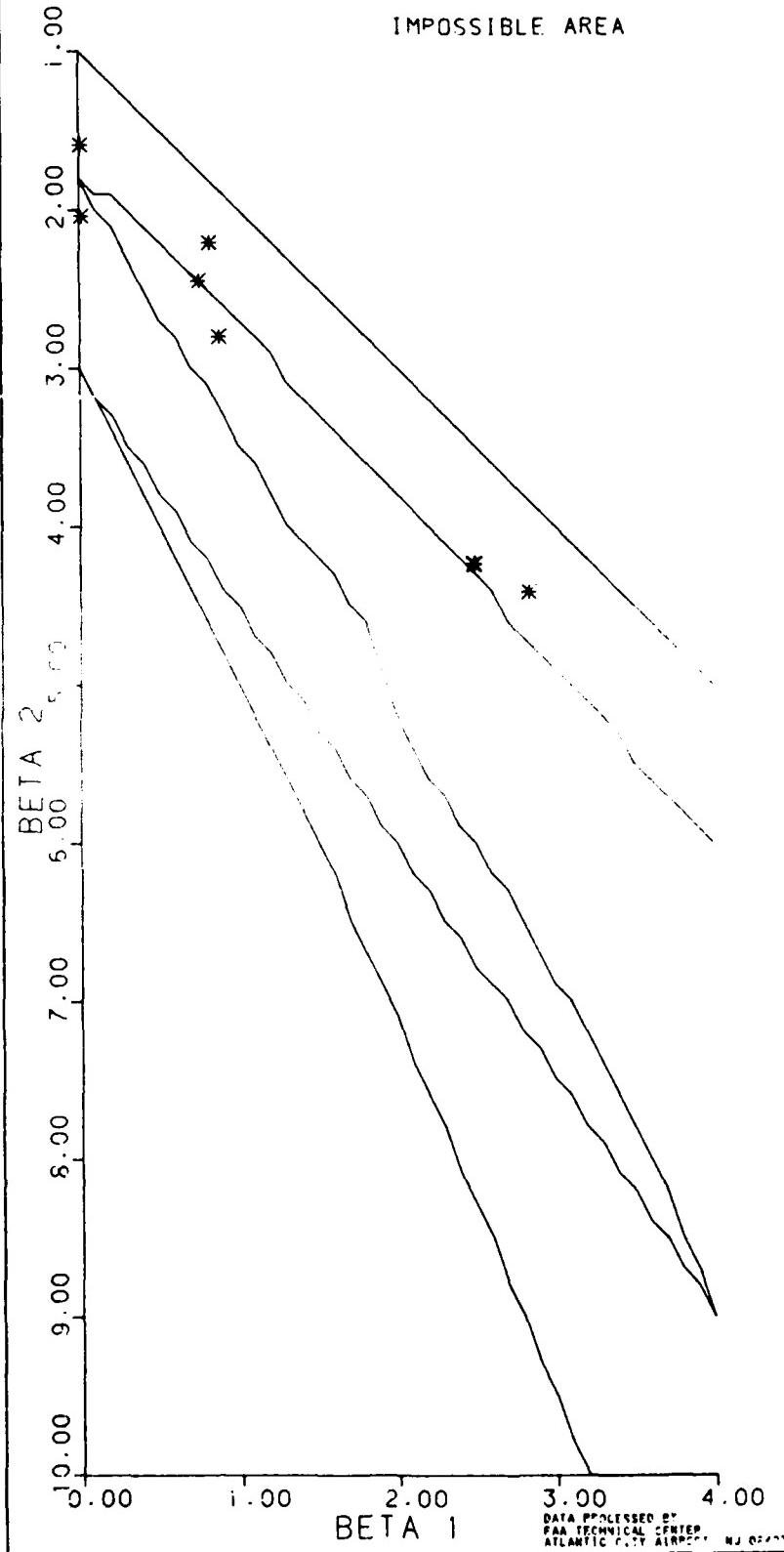
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ALTITUDE ERROR (FT)



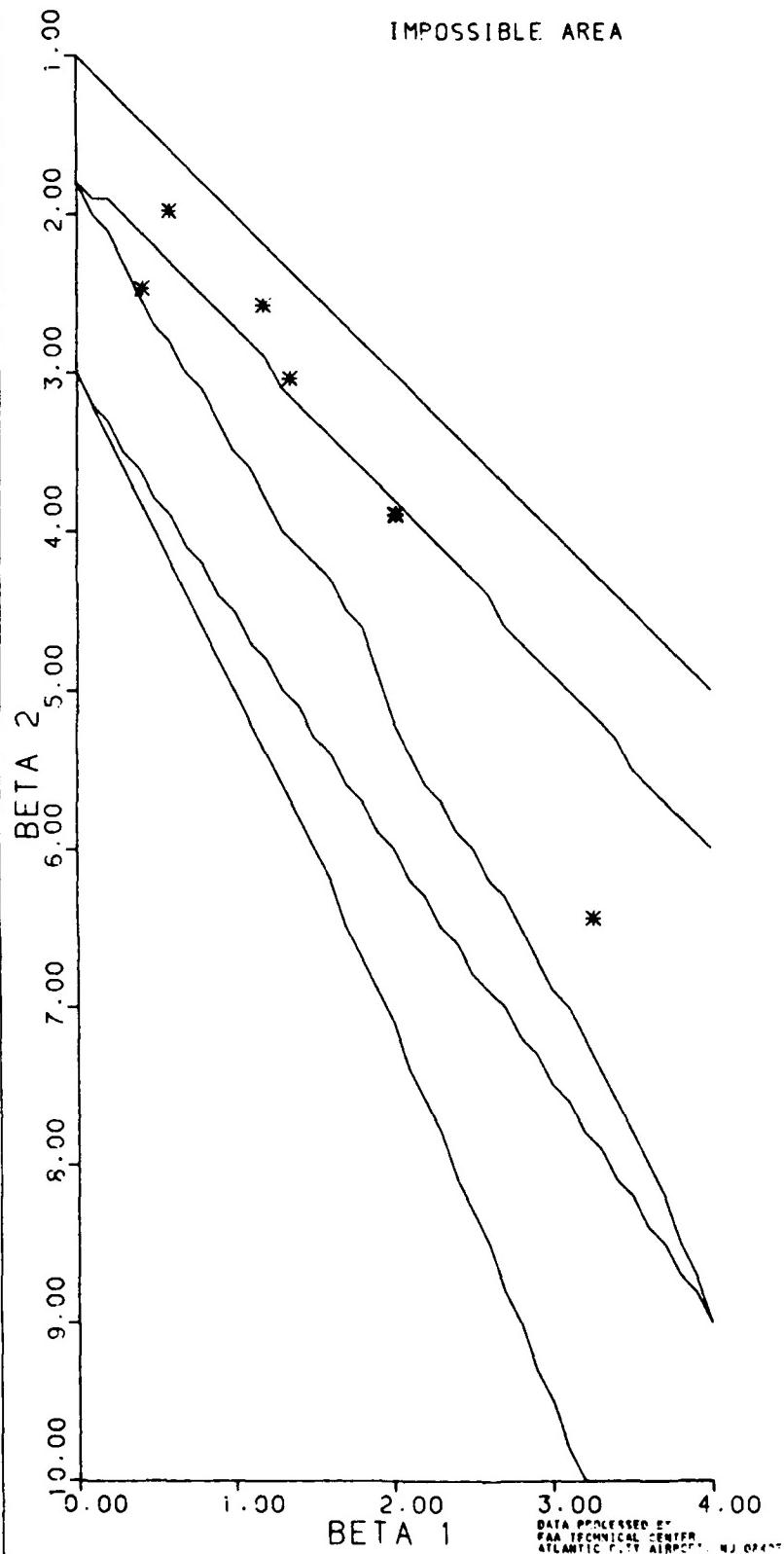
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ANGULAR POSITION (DEG)



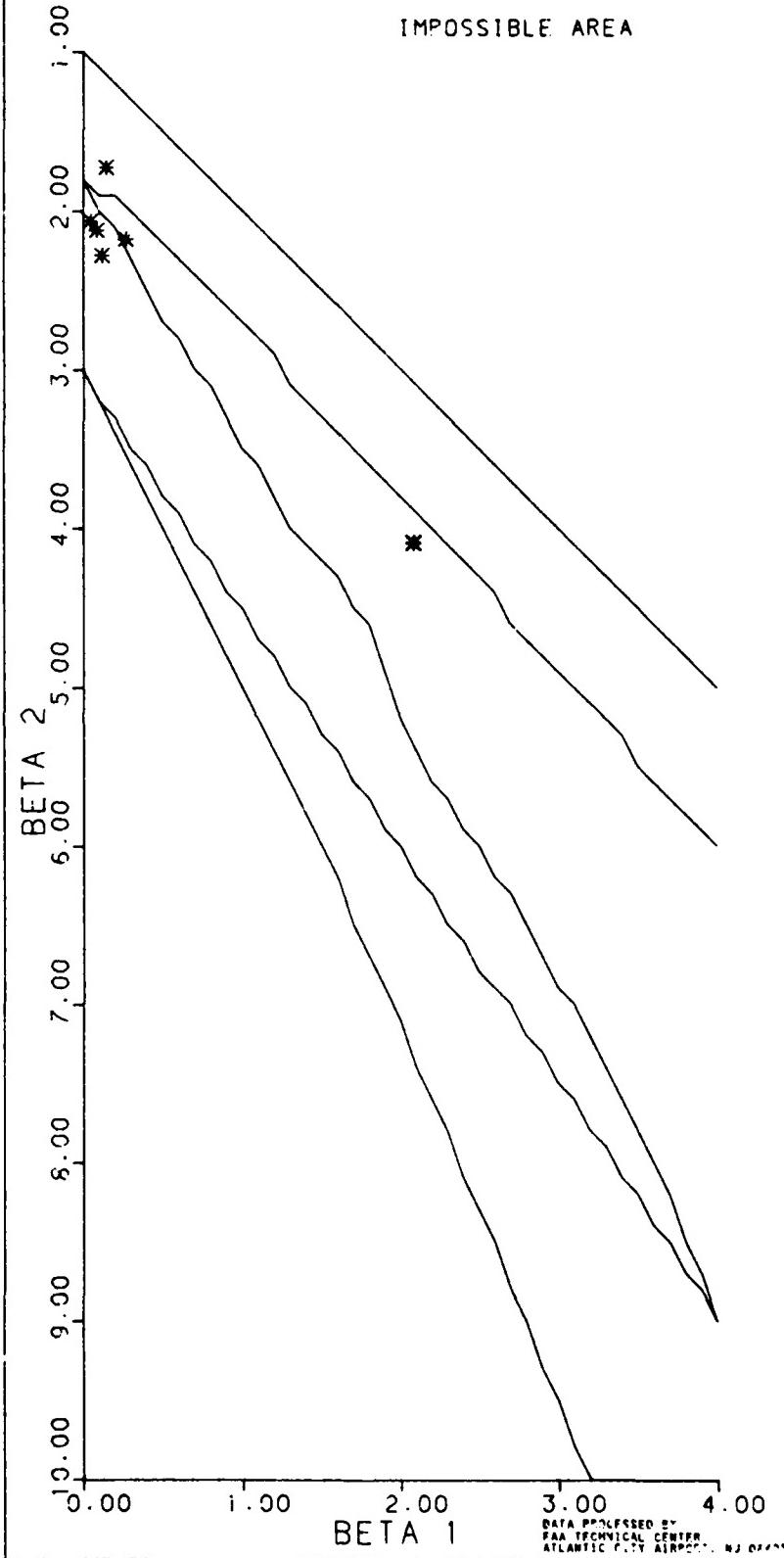
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CROSSTRAK POSITION (FT)



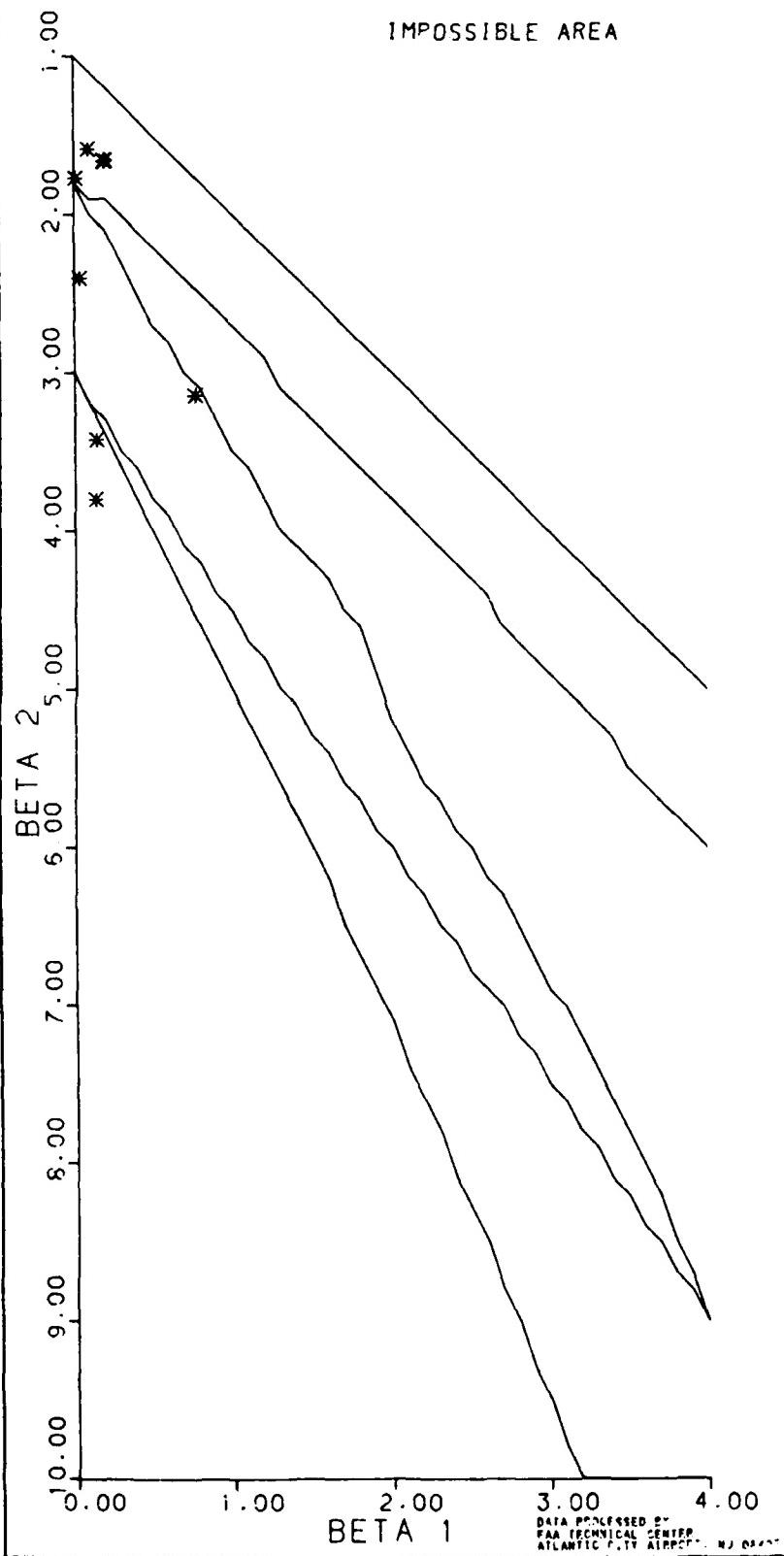
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12.00 DEGREE CURVED DEPARTURES  
ALTITUDE (FT)



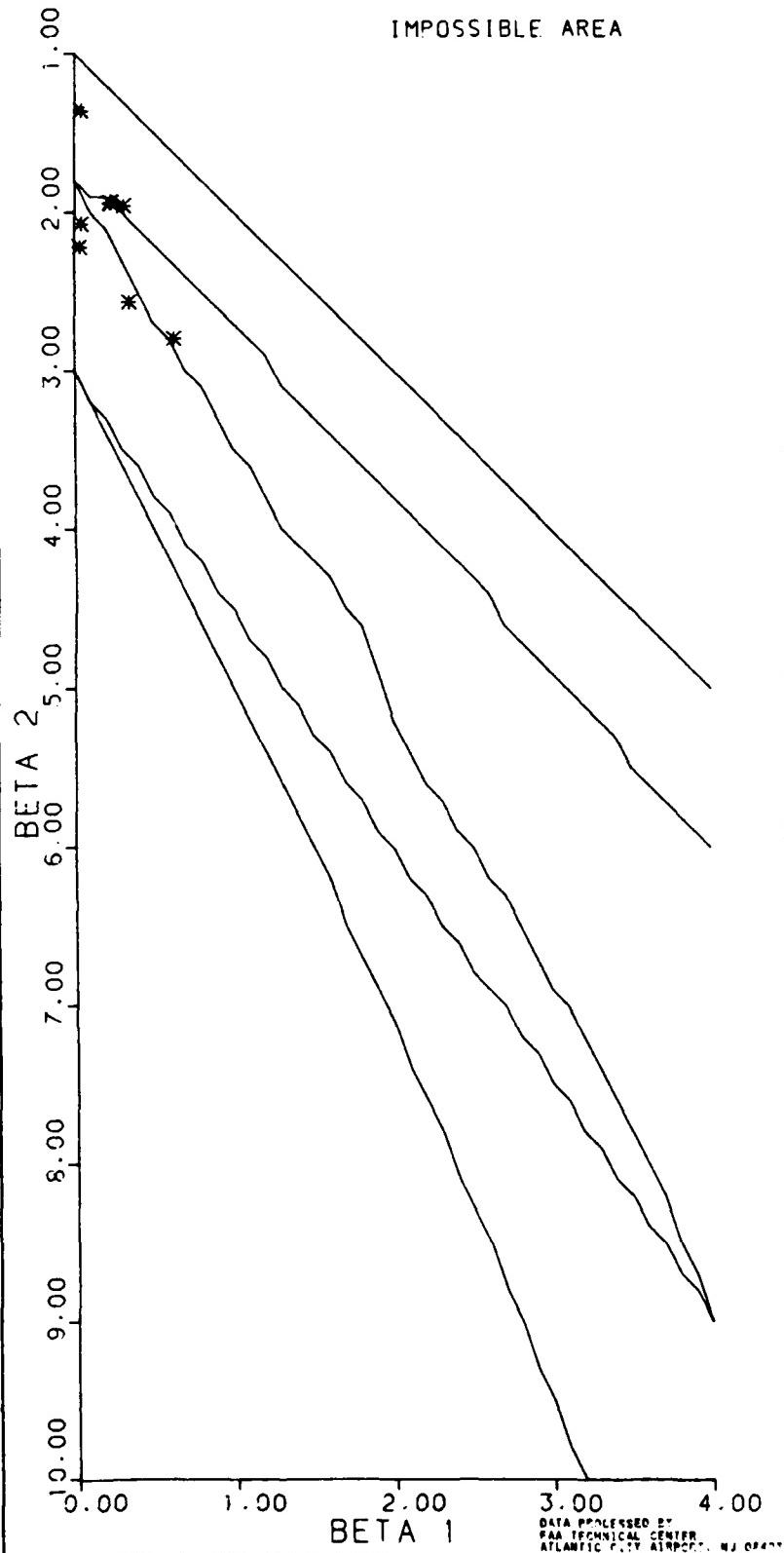
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12.00 DEGREE CURVED DEPARTURES  
CROSSTRAK VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
12.00 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM)

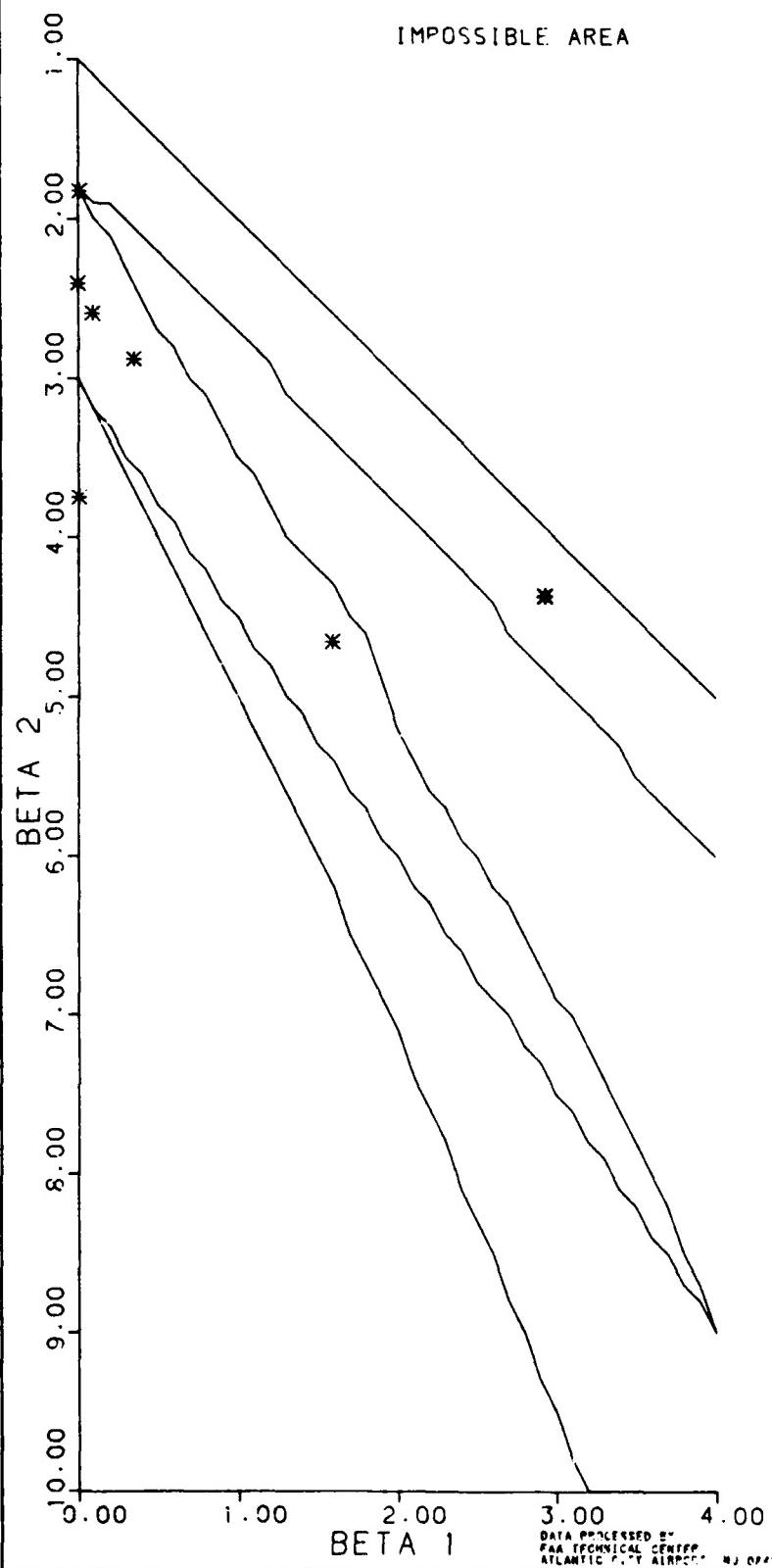


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VERTICAL VELOCITY (FPM)



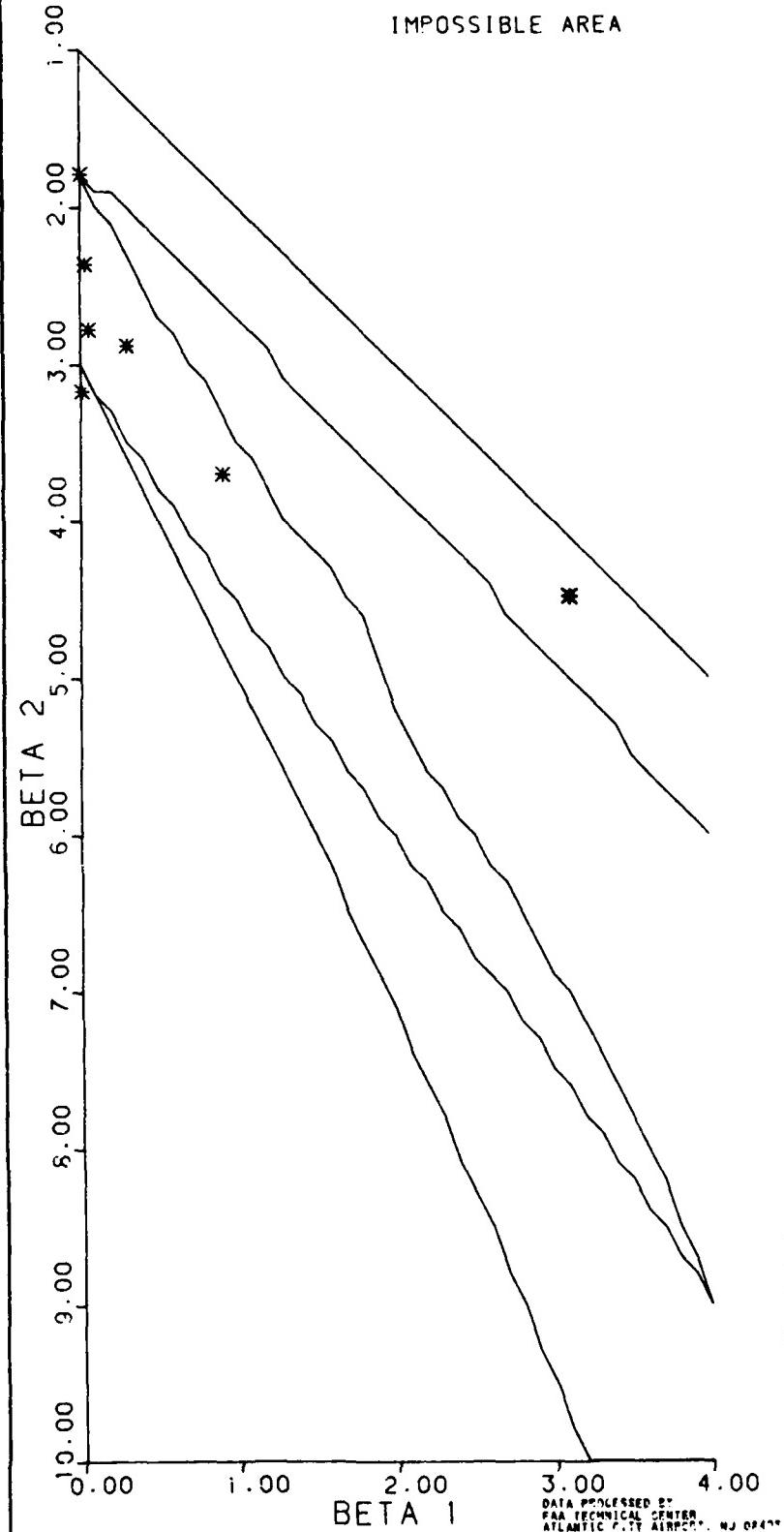
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12.00 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS)

IMPOSSIBLE AREA

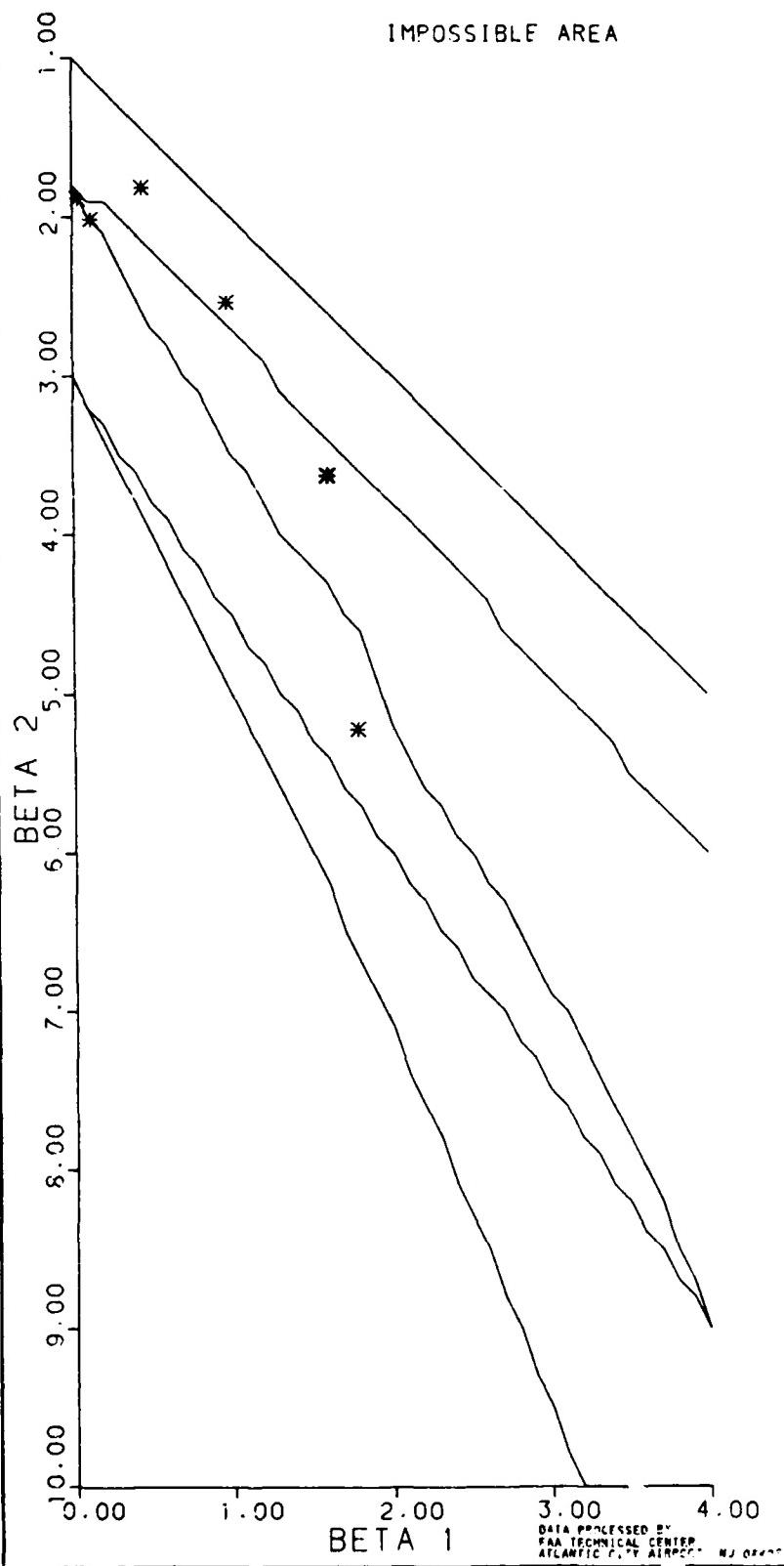


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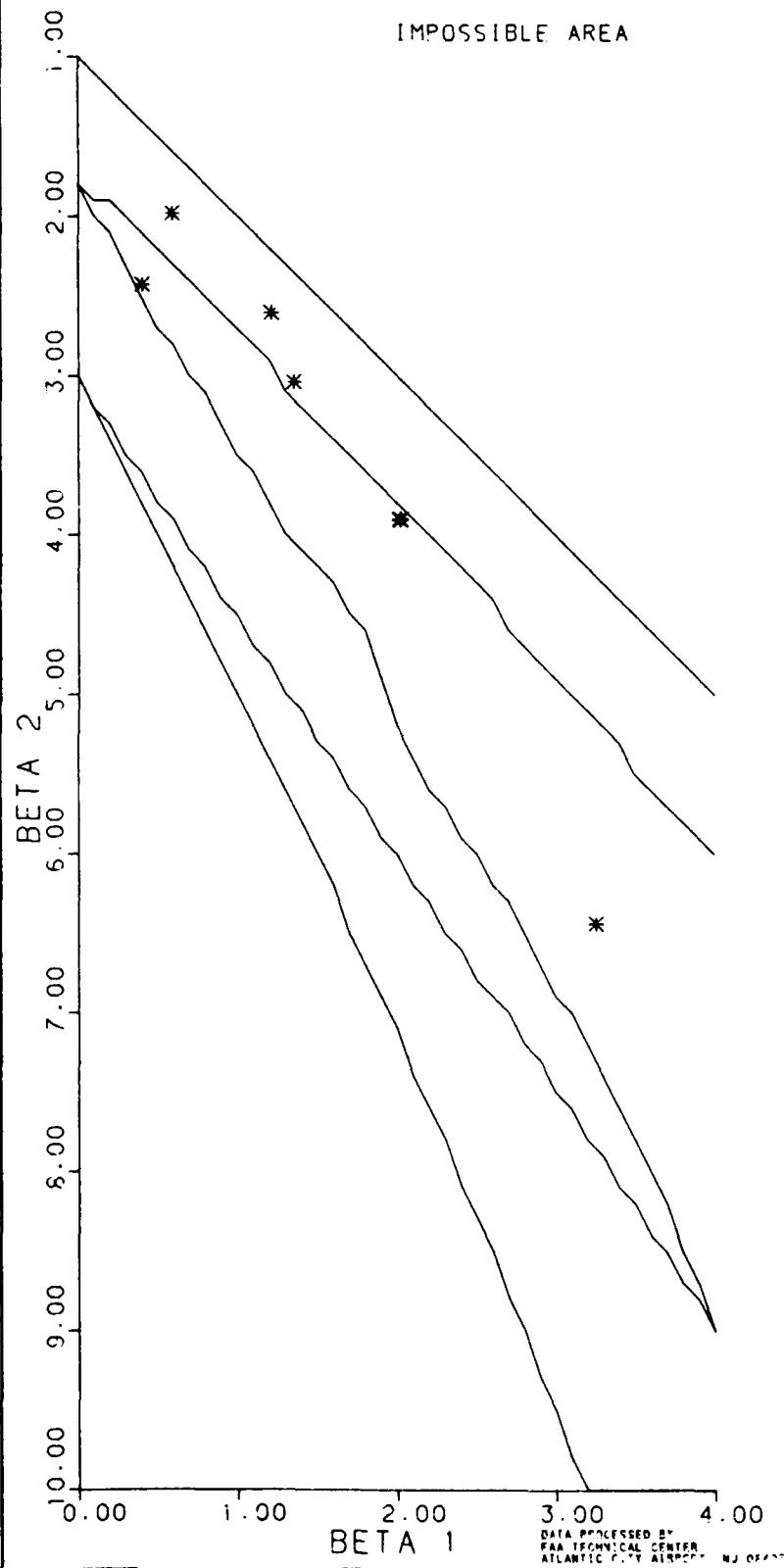
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ALONGPATH SPEED (KNOTS)



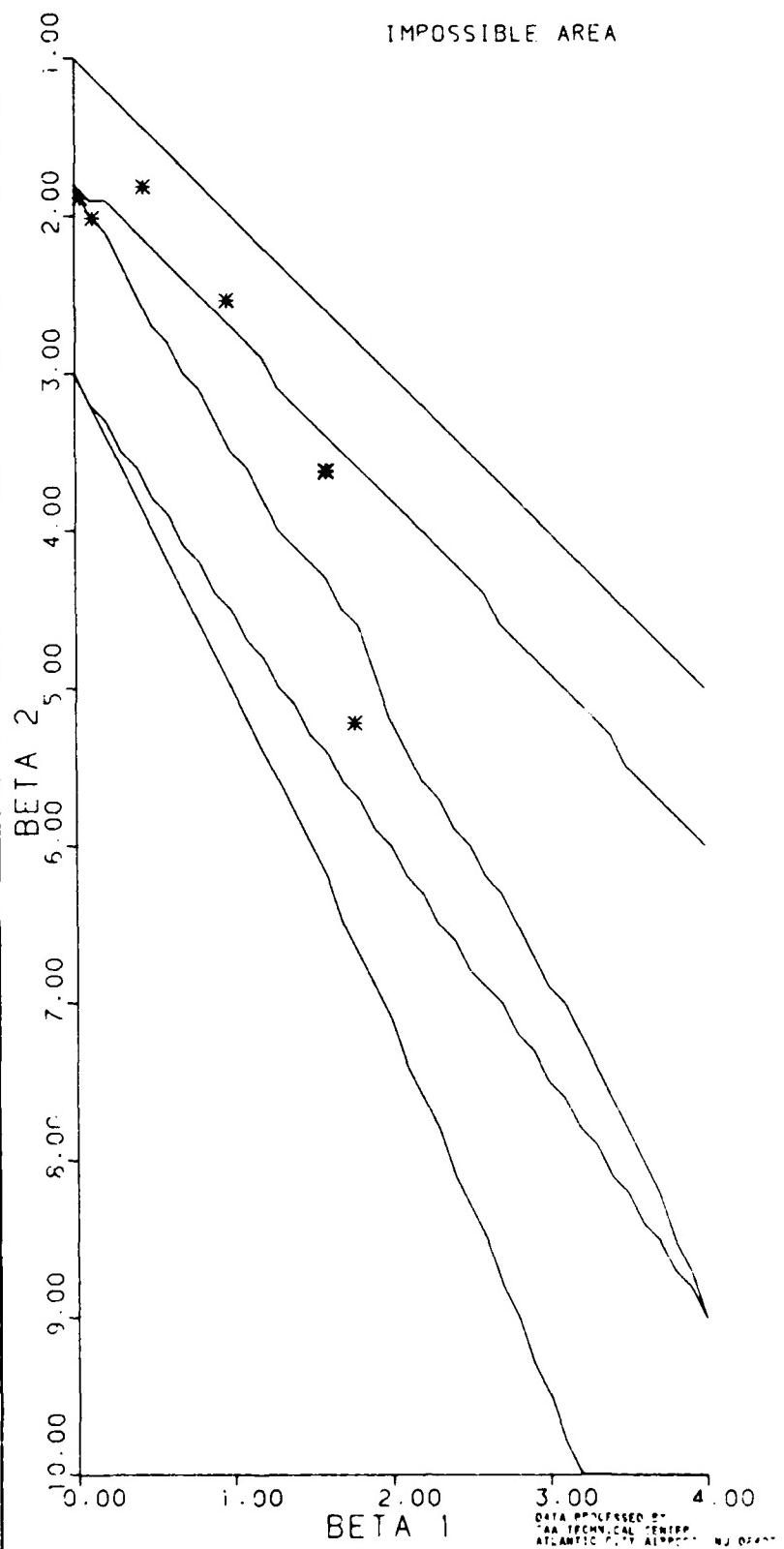
VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
12.00 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG)



VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
12.00 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- S75 ONLY  
12.00 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG)



APPENDIX C

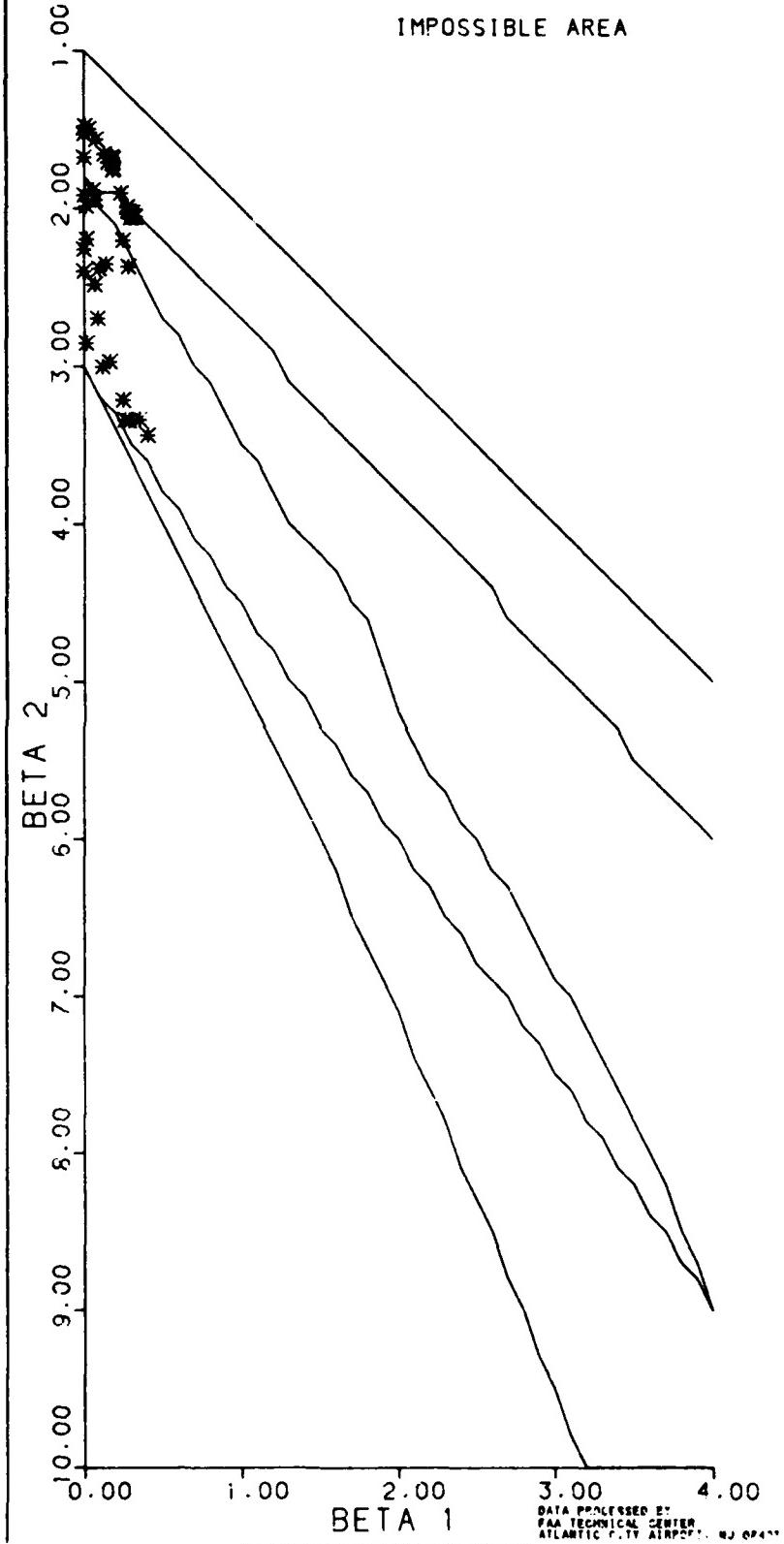
PEARSON PRODUCT MOMENT PLOTS FOR OH-6 DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot the order of the plots are explained here.

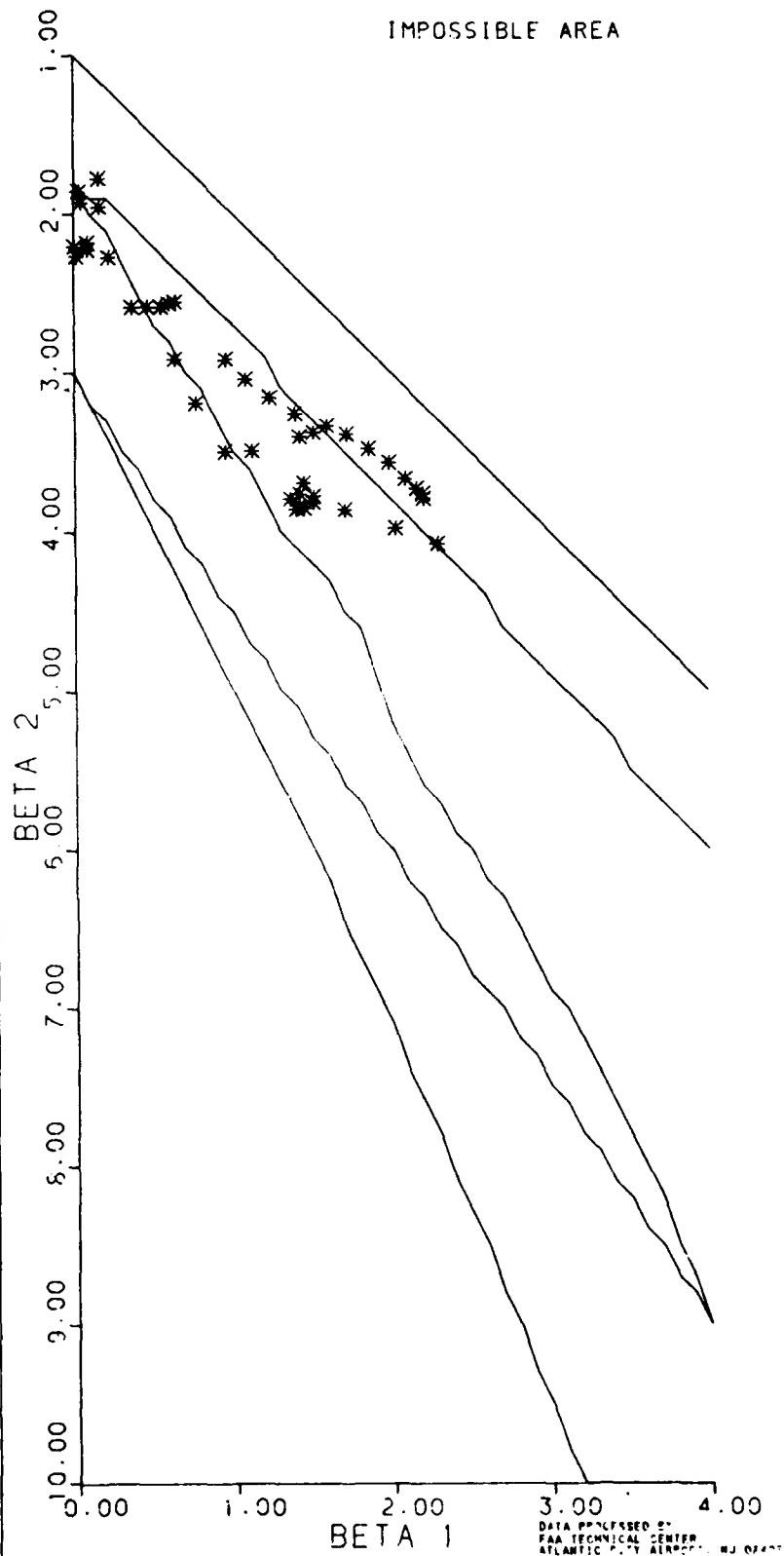
There are four major divisions of the plots (in order of presentation); straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^{\circ}$ ,  $8.00^{\circ}$ , and  $10.00^{\circ}$  approaches. For departures they are:  $7.125^{\circ}$ ,  $10.00^{\circ}$ , and  $12.00^{\circ}$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along-track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

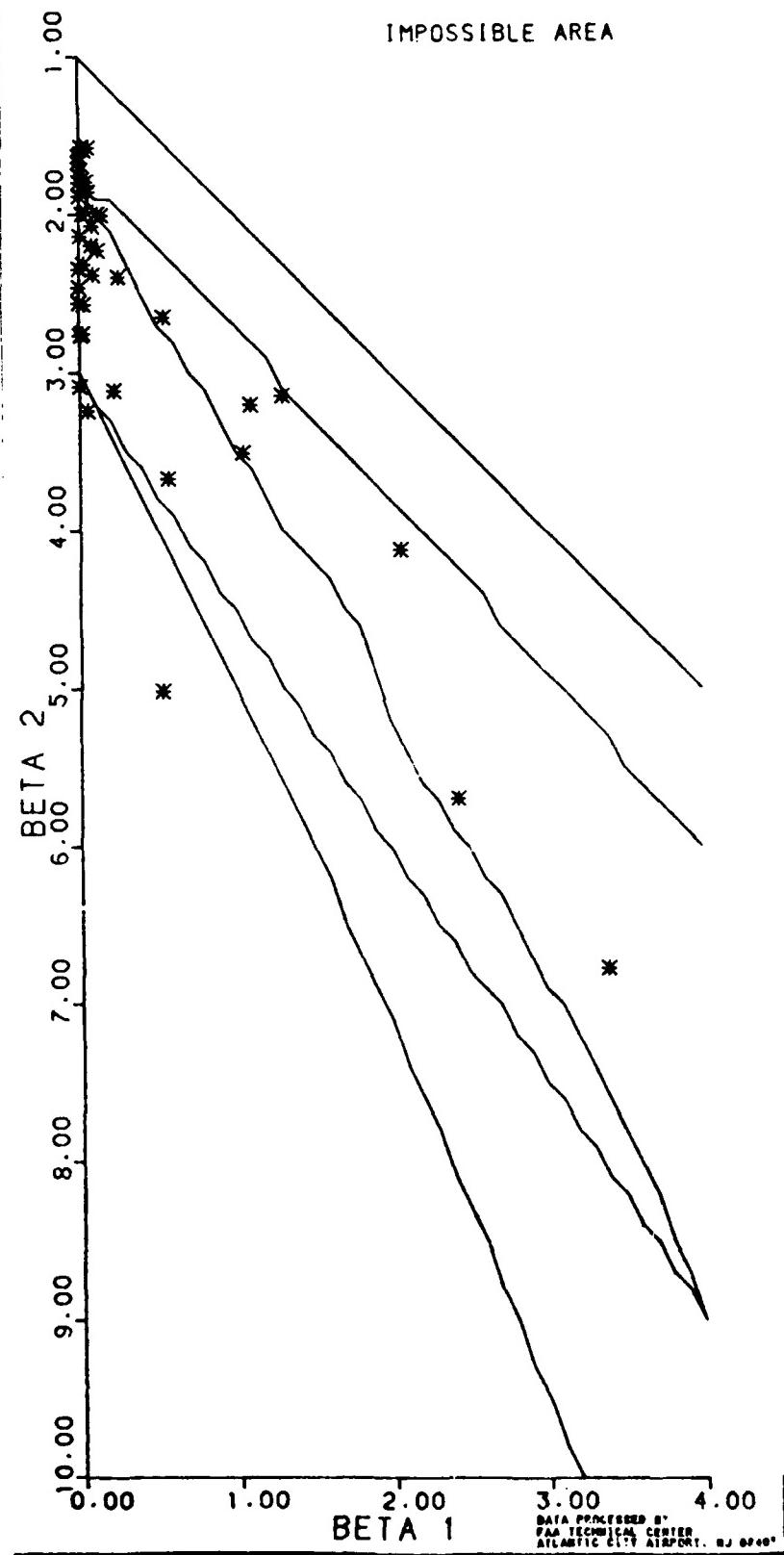
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7.125 DEGREE STRAIGHT IN APPROACHES  
CROSSTRAK POSITION (FT)



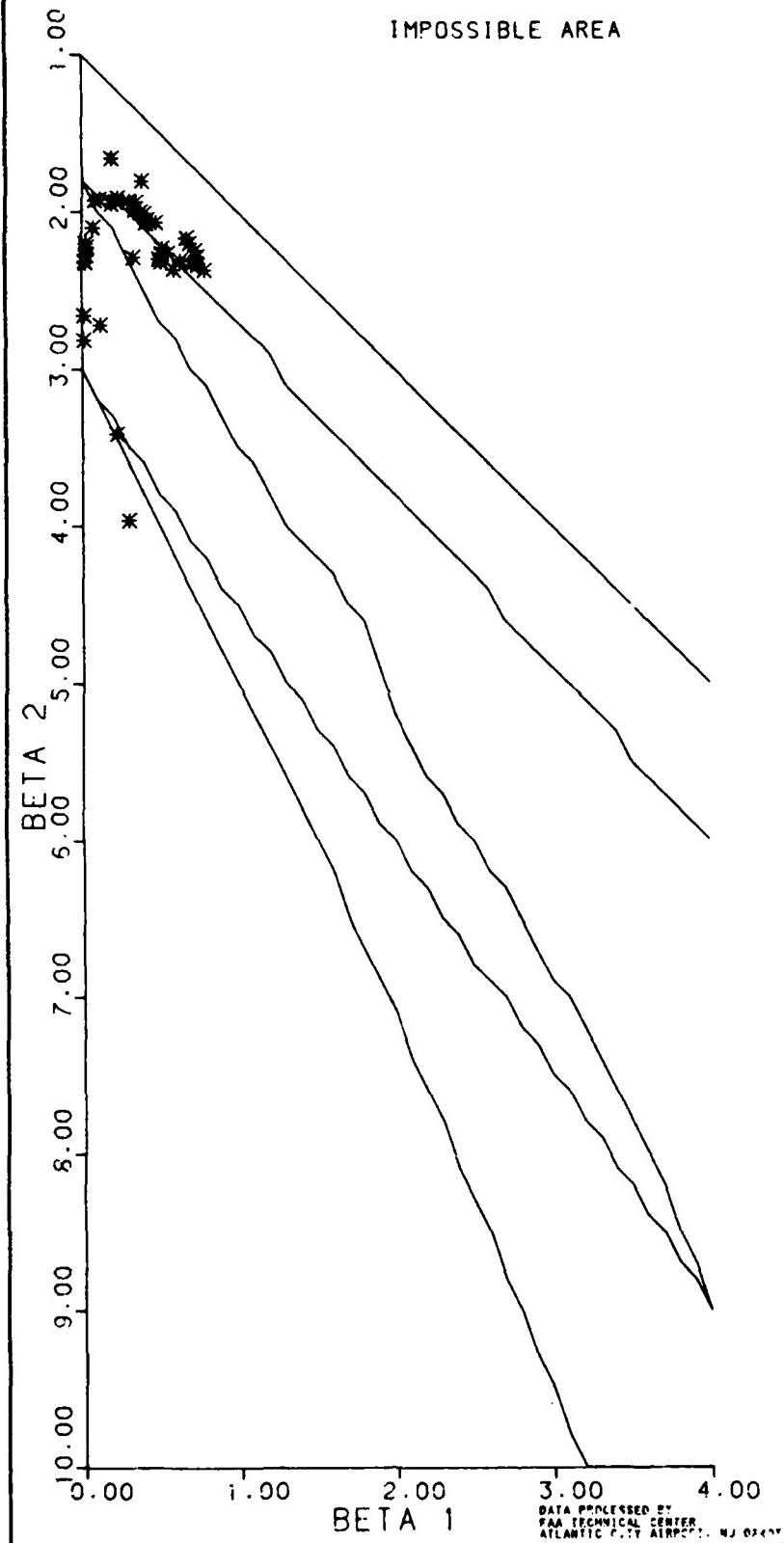
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7.125 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT)



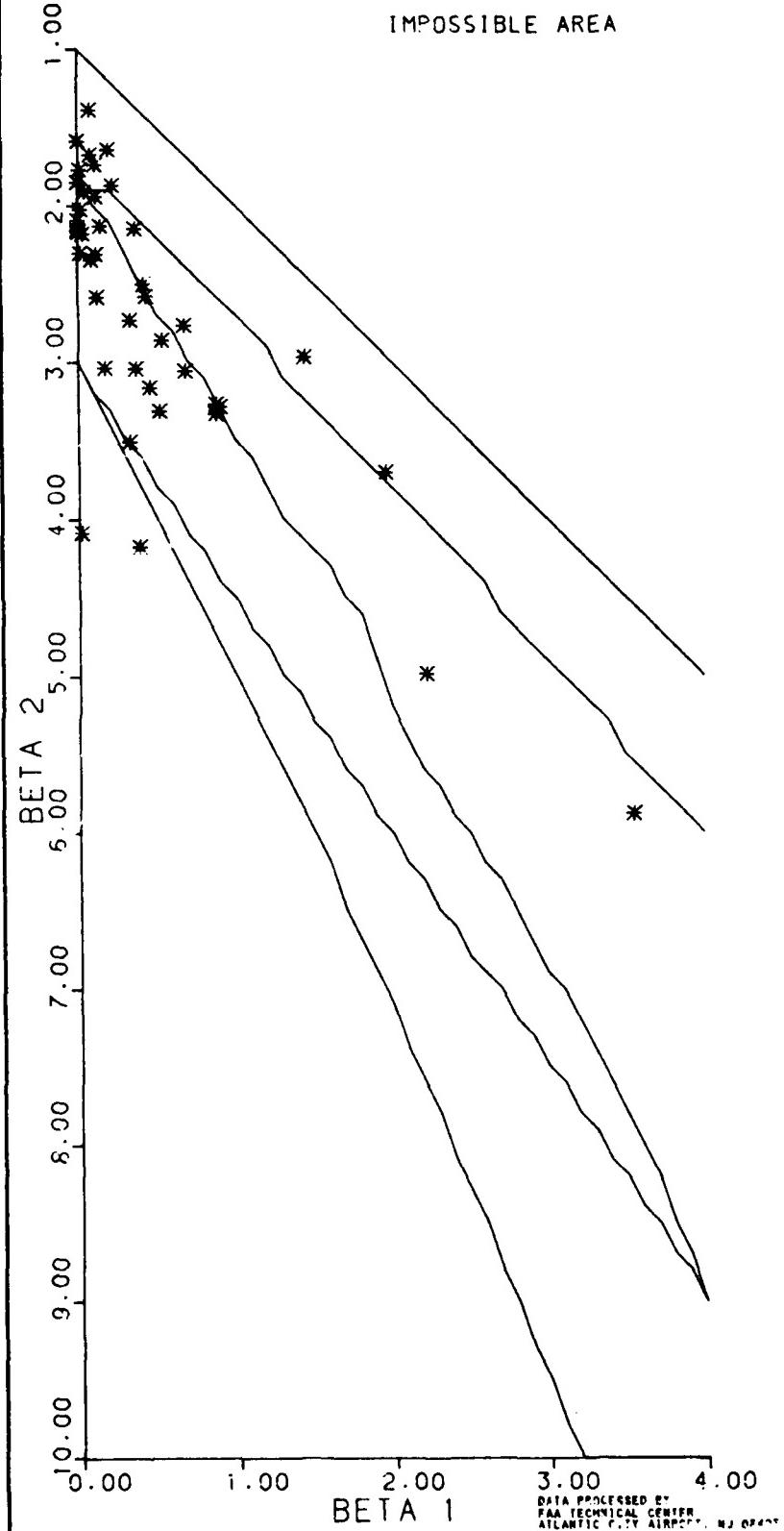
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7.125 DEGREE STRAIGHT IN APPROACHES  
CROSSTRAK VELOCITY (FPM)



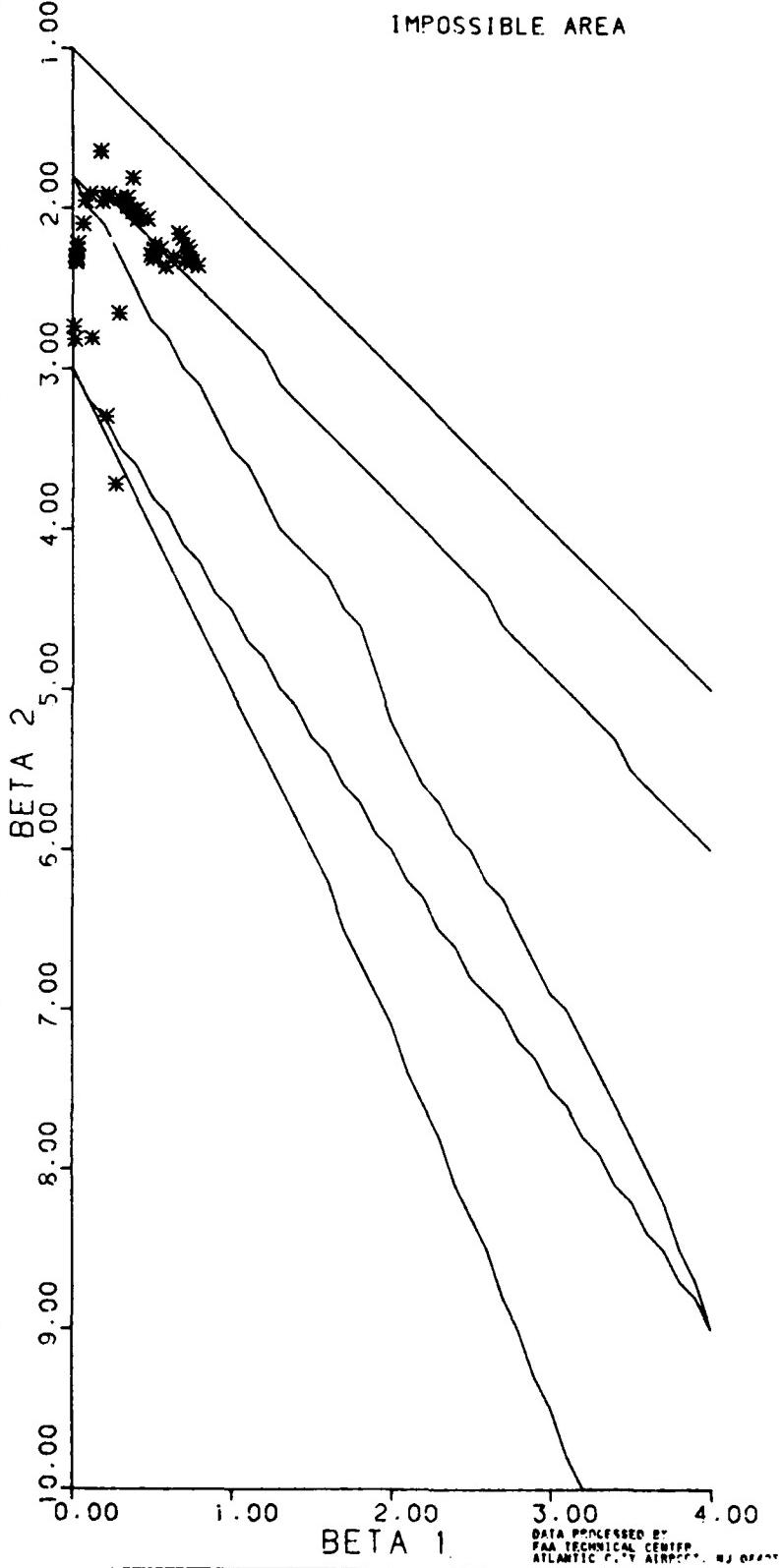
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ALONGTRACK VELOCITY (FPM)



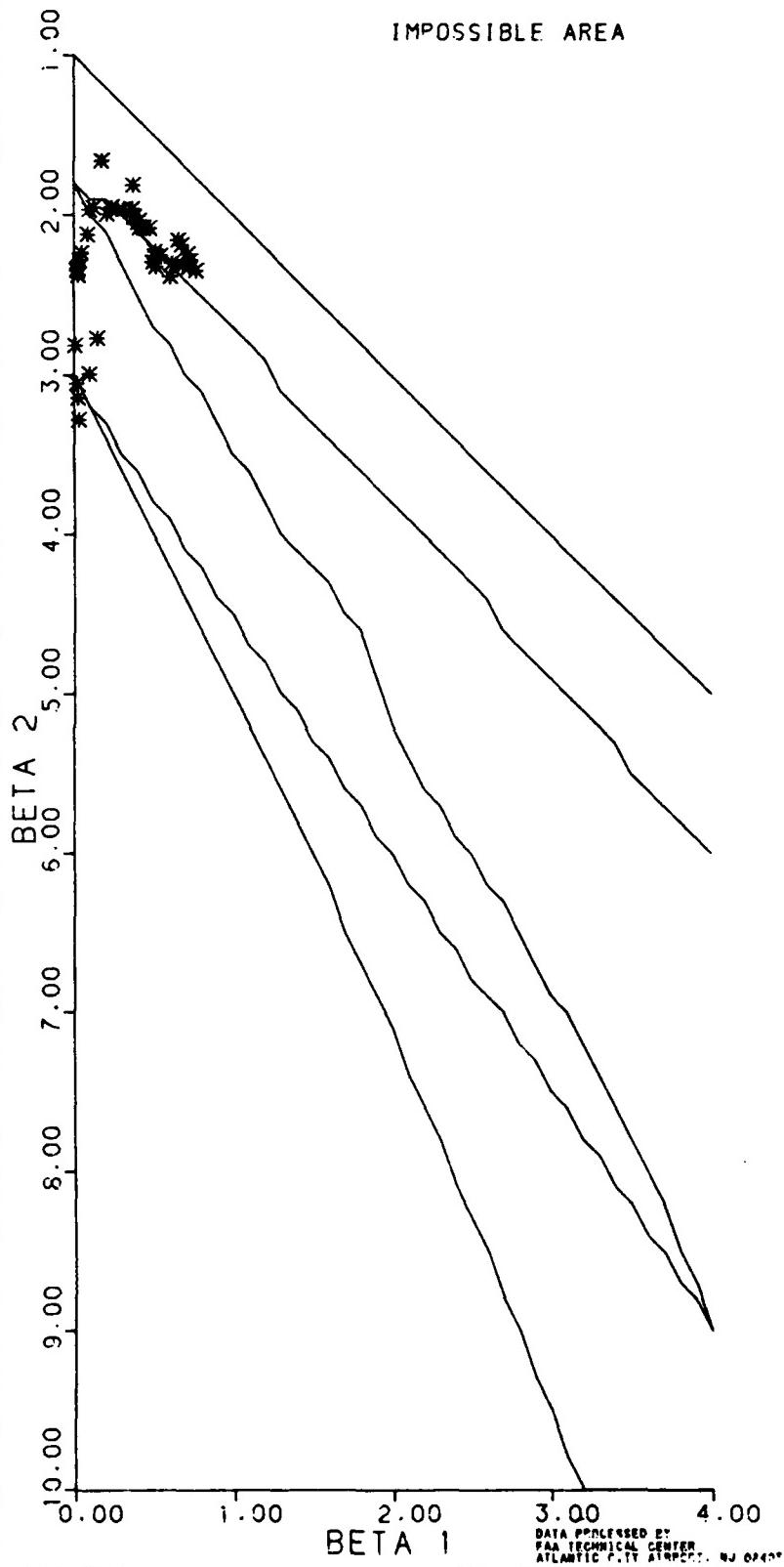
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VERTICAL VELOCITY (FPM)



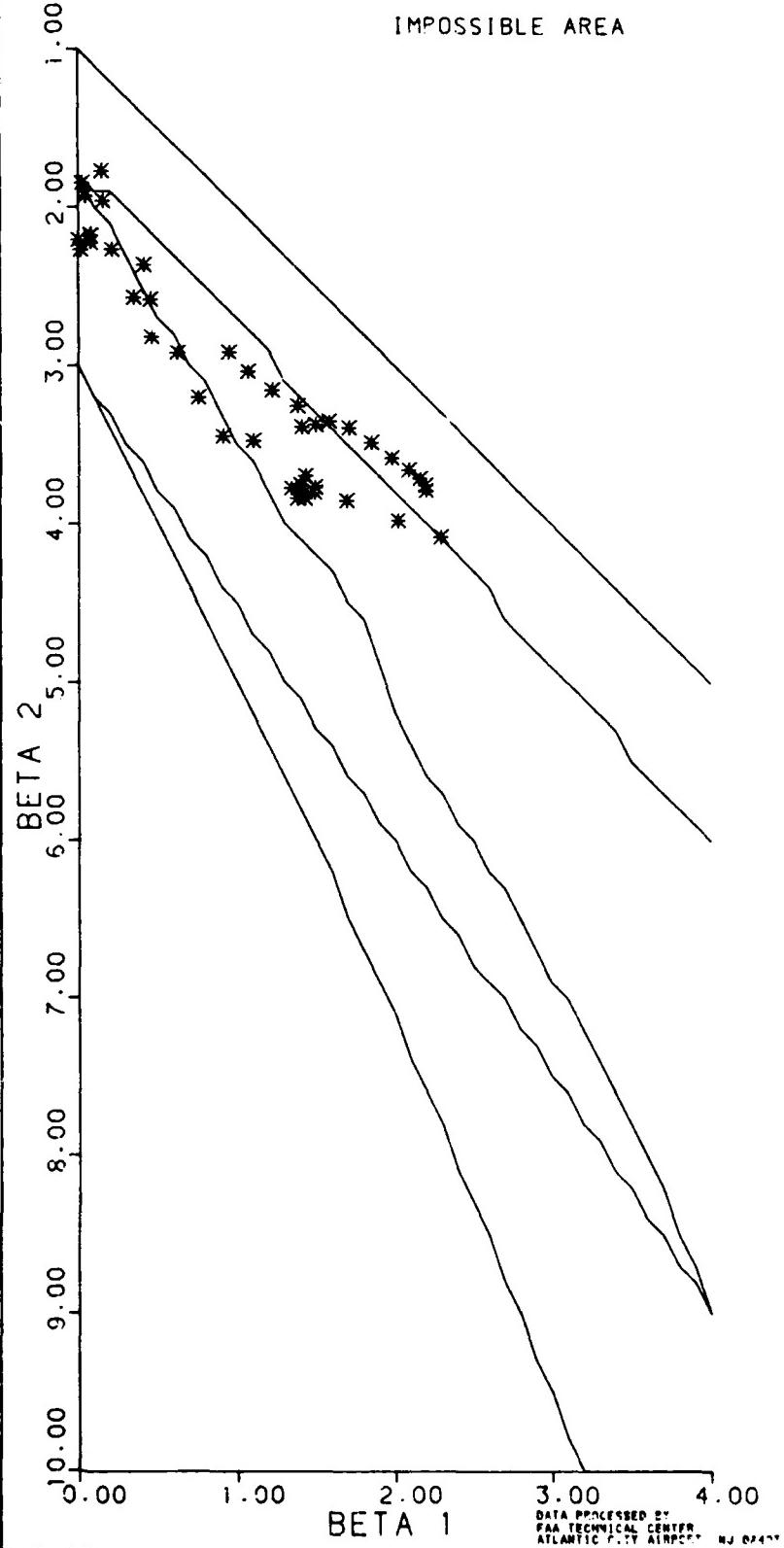
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GROUNDSPEED (KNOTS)



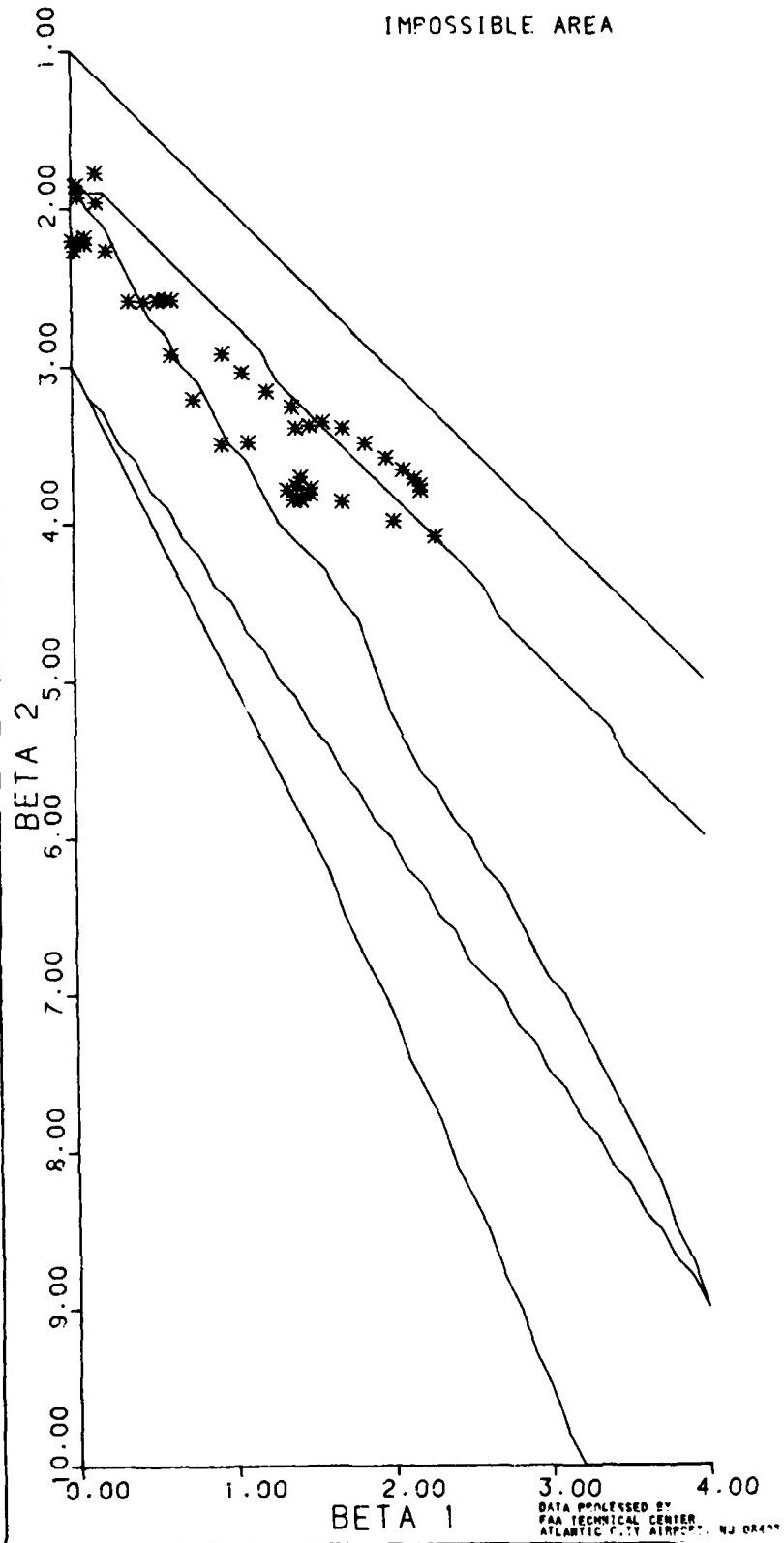
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ALONGPATH SPEED (KNOTS)



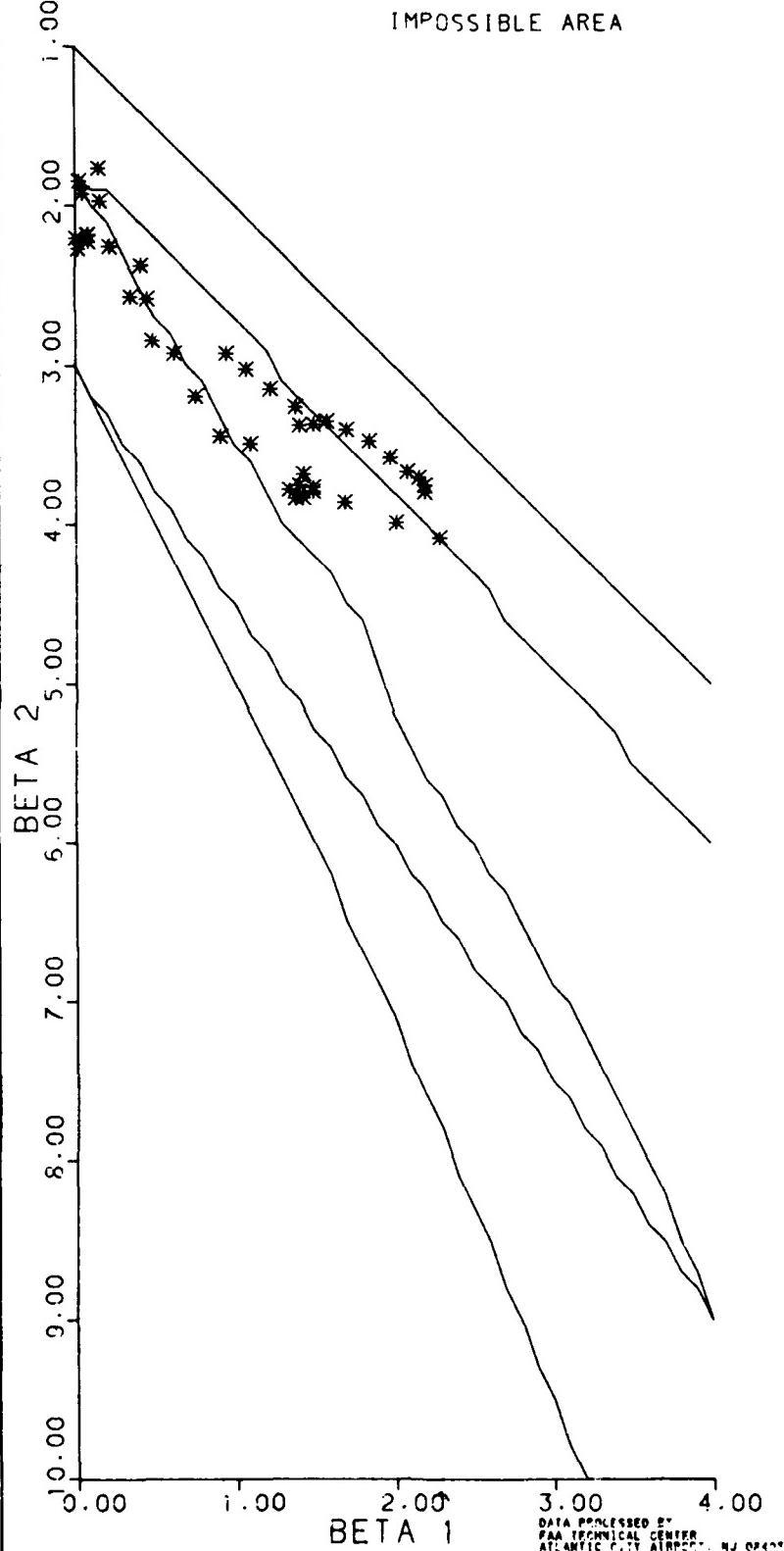
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7.125 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG)



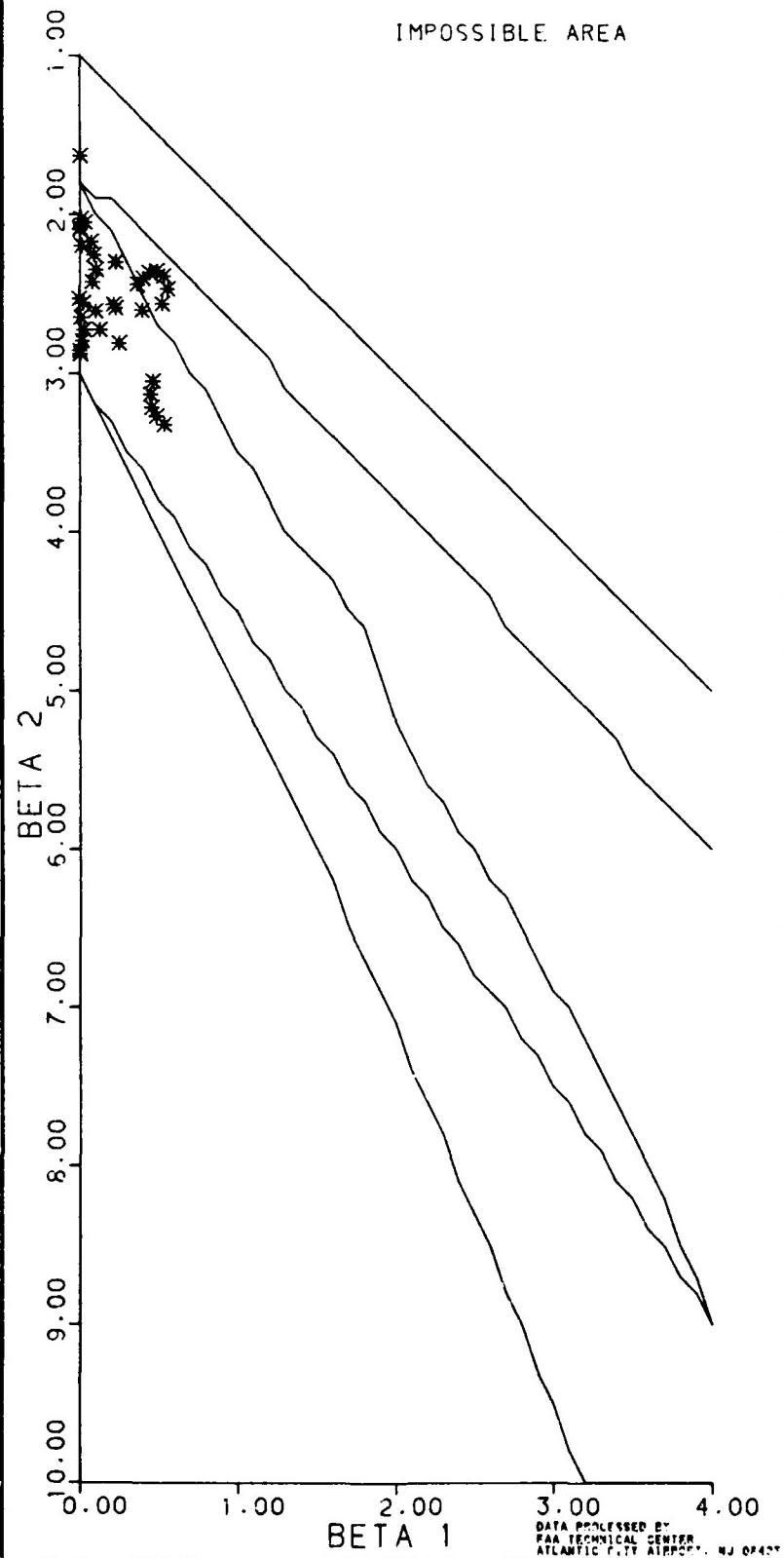
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ALTITUDE ERROR (FT)



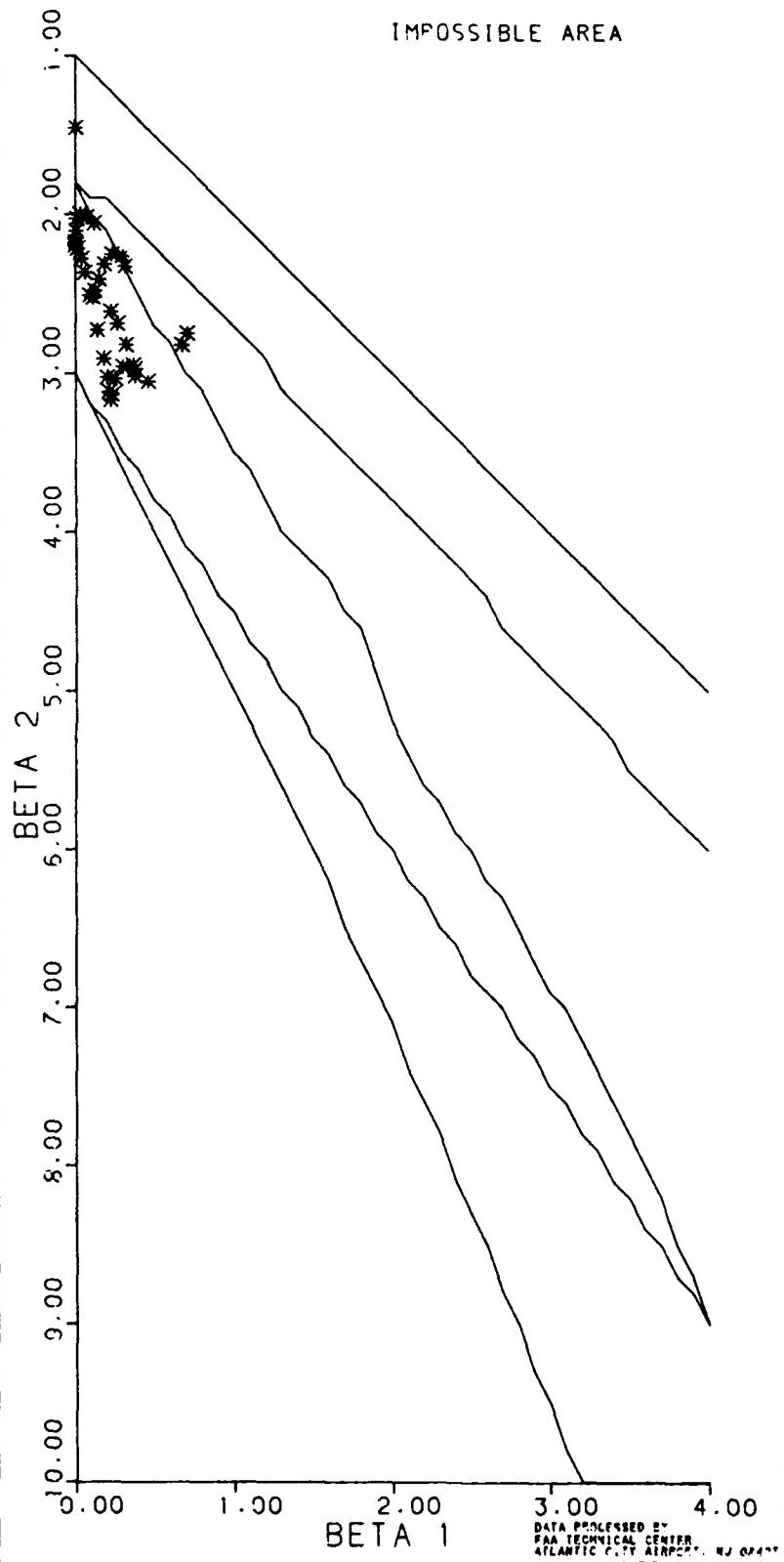
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7.125 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG)



VMC DISTRIBUTION ANALYSIS -- OHS ONLY  
8.000 DEGREE STRAIGHT IN APPROACHES  
CROSSTRAK POSITION (FT)

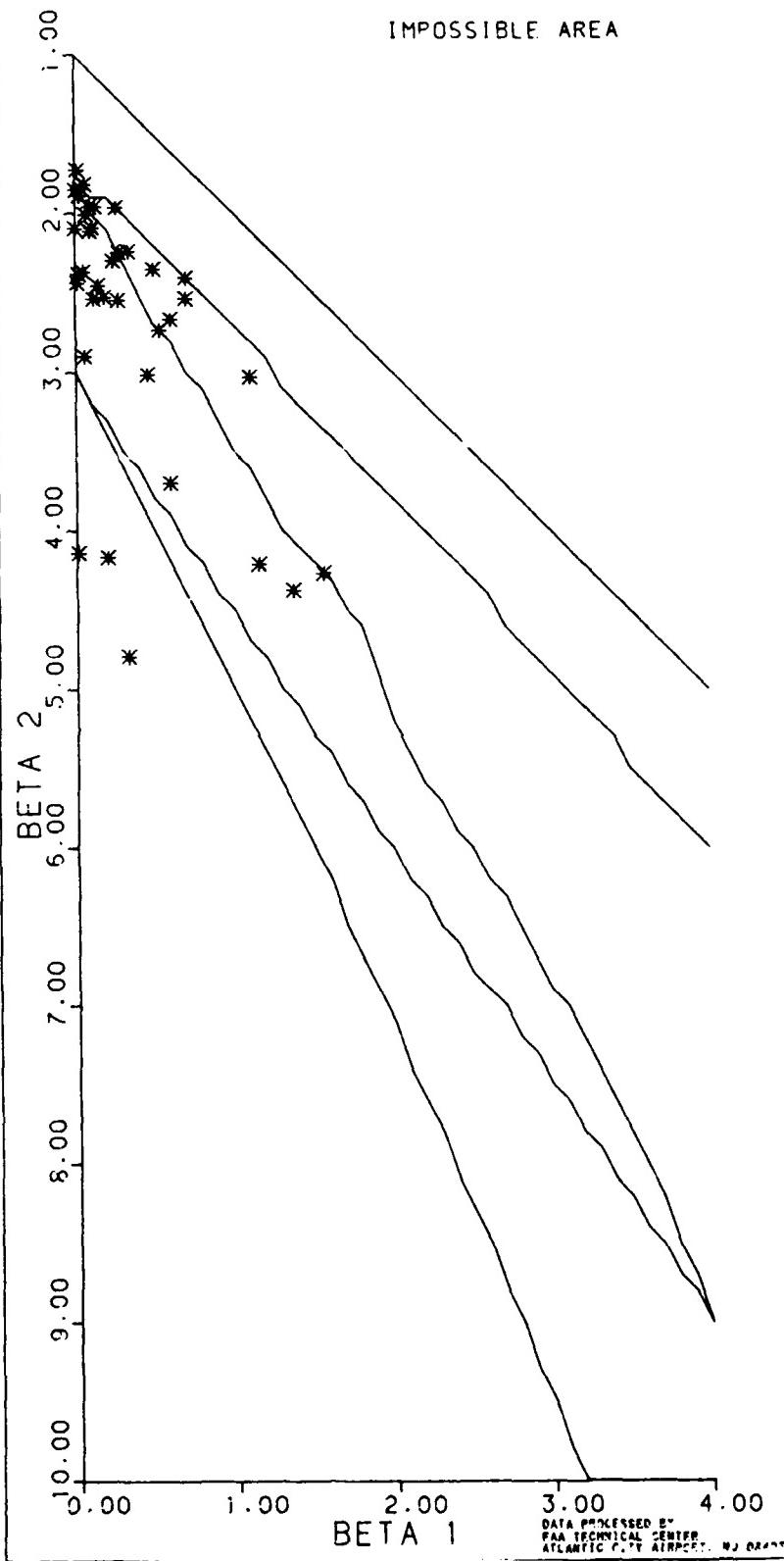


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6.000 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT)



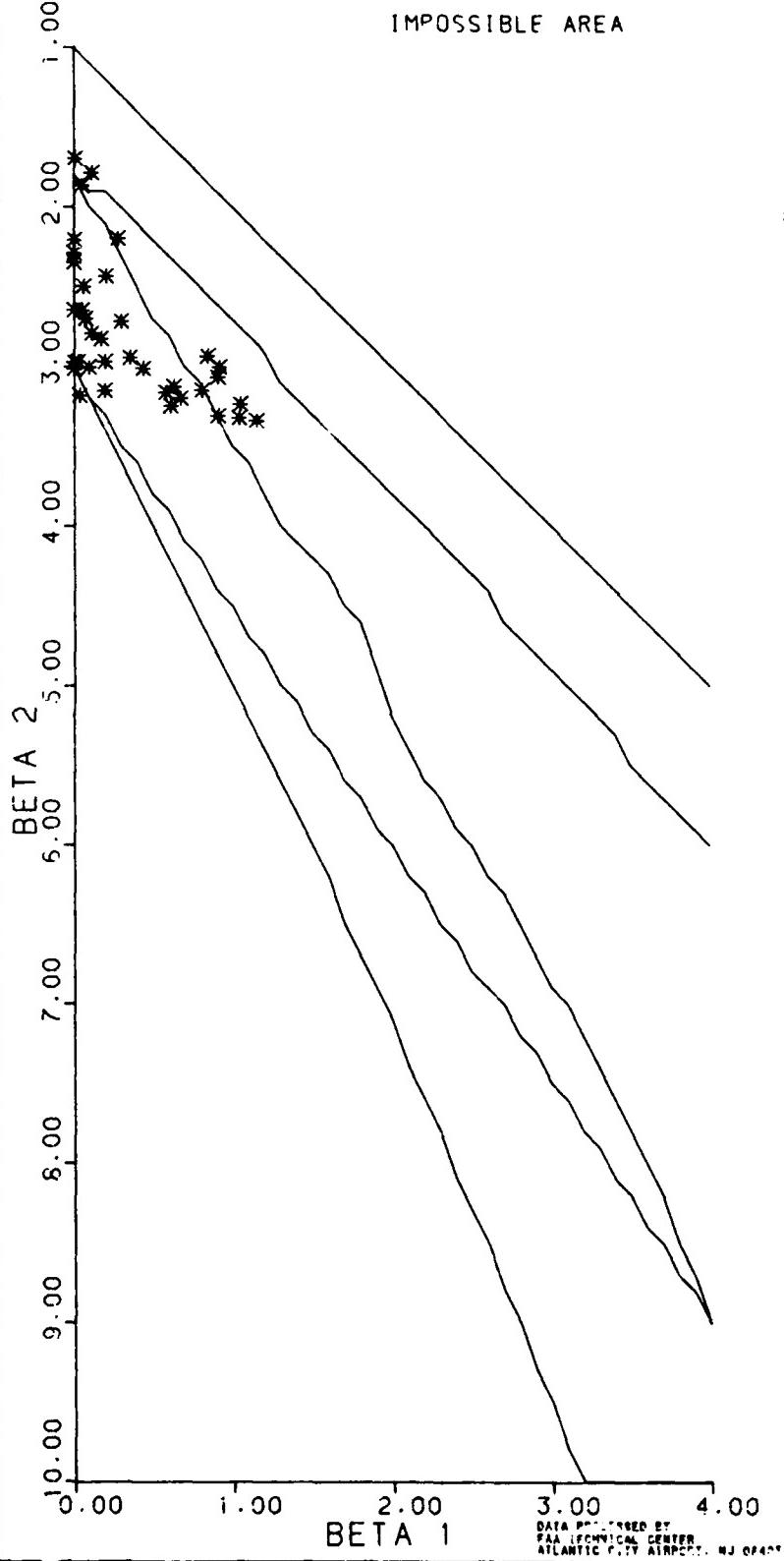
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CROSSTRACK VELOCITY (FPM)

IMPOSSIBLE AREA

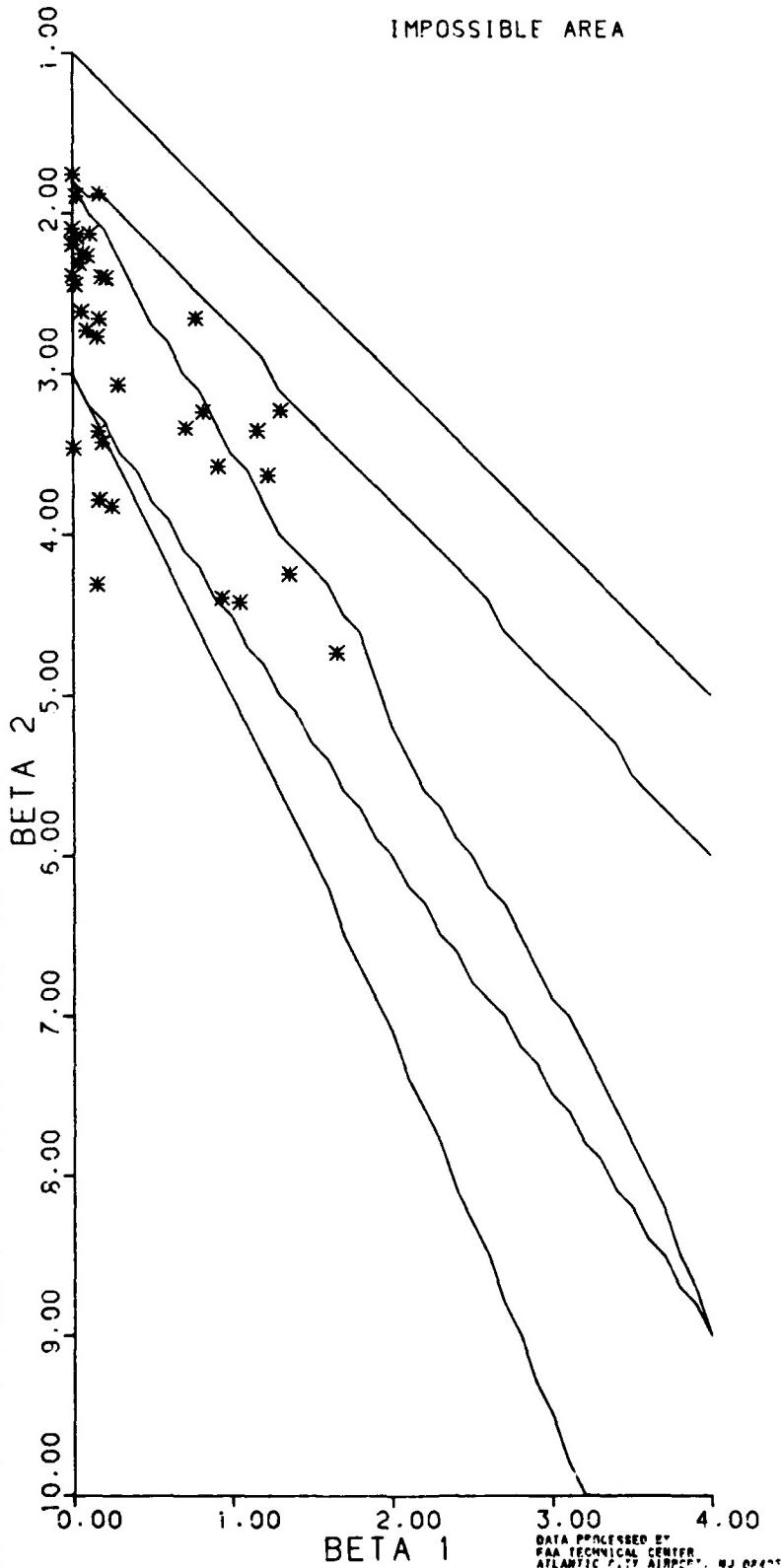


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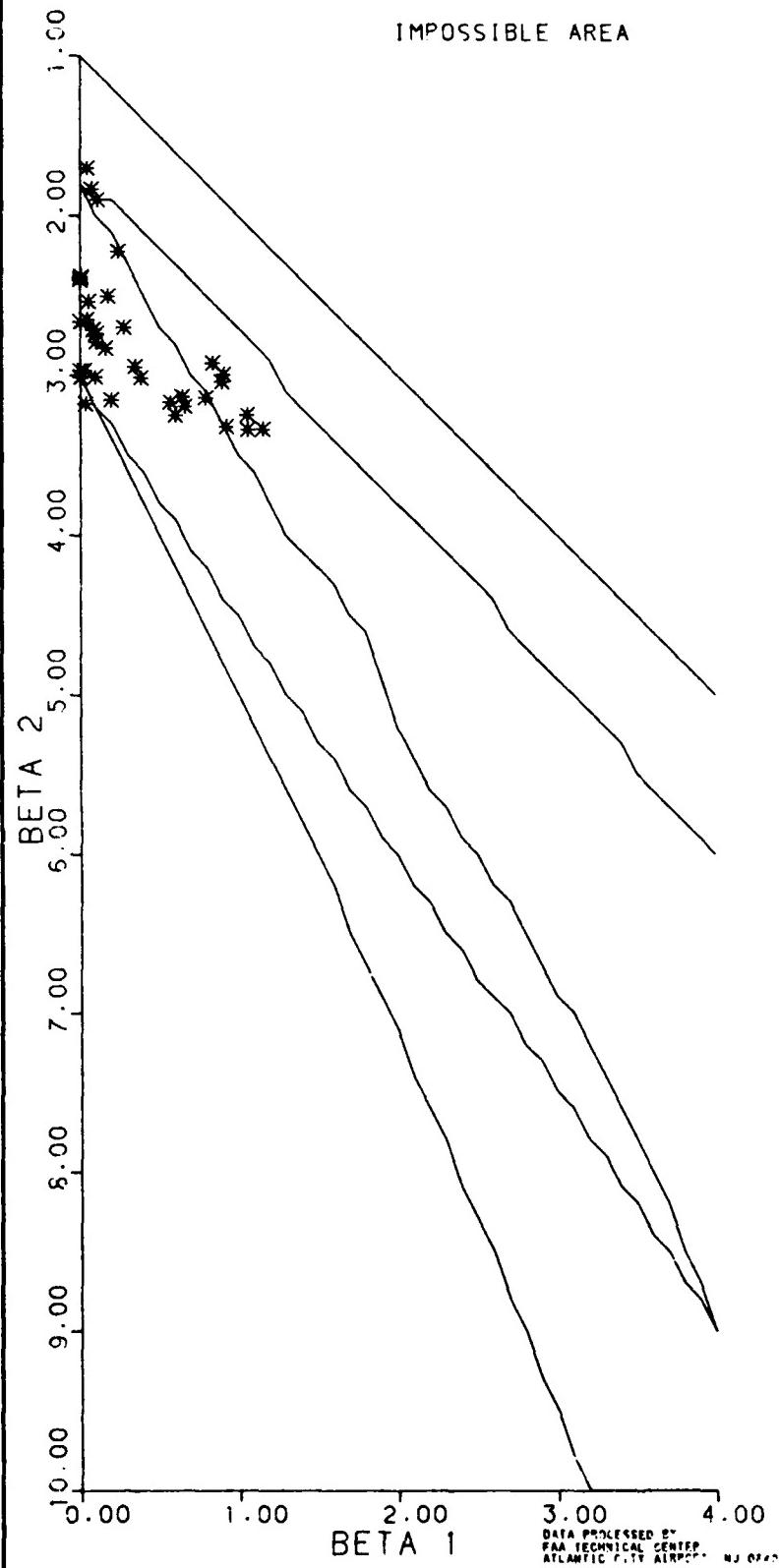
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ALONGTRACK VELOCITY (FPM)



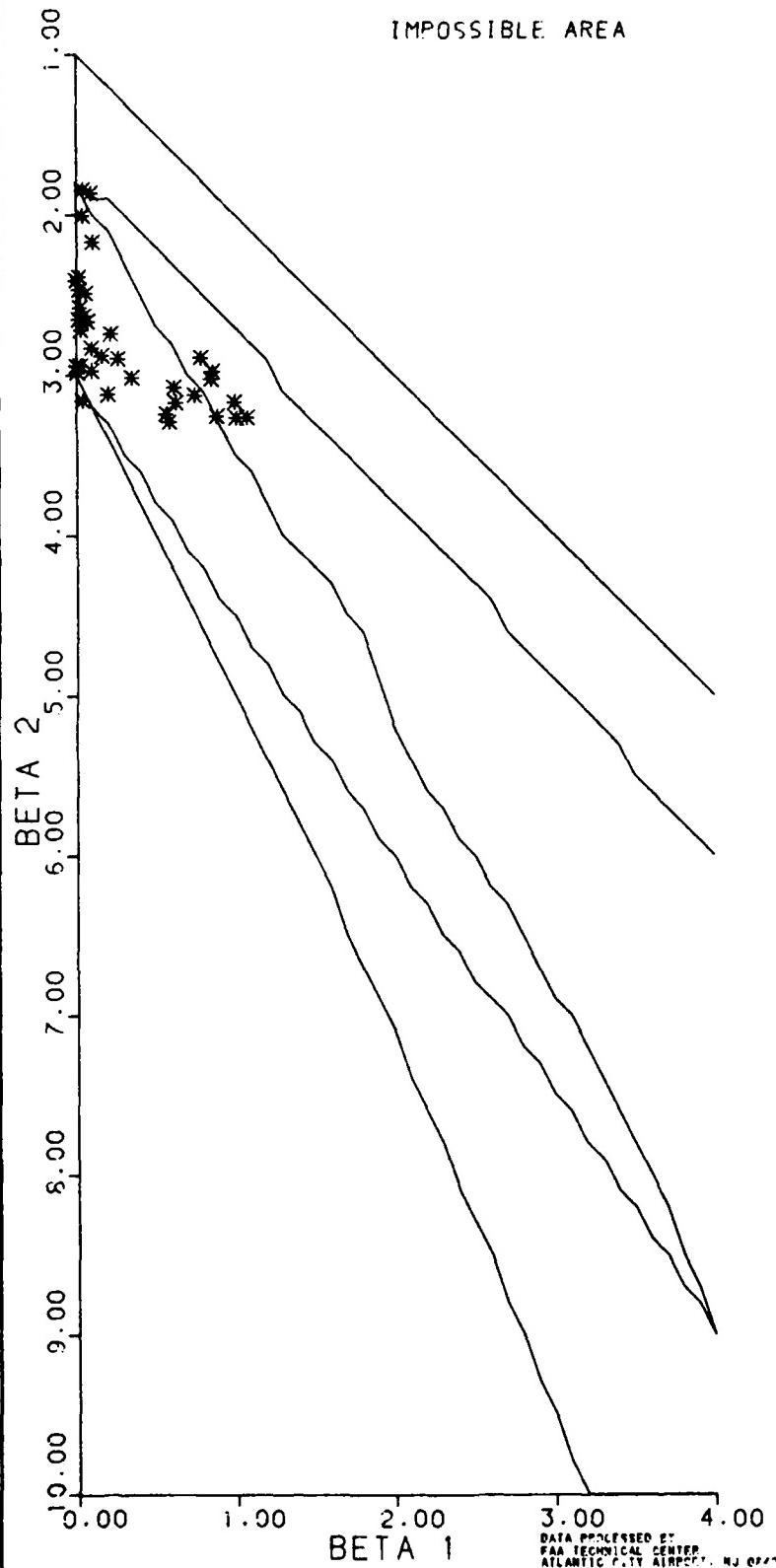
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VERTICAL VELOCITY (FPM)



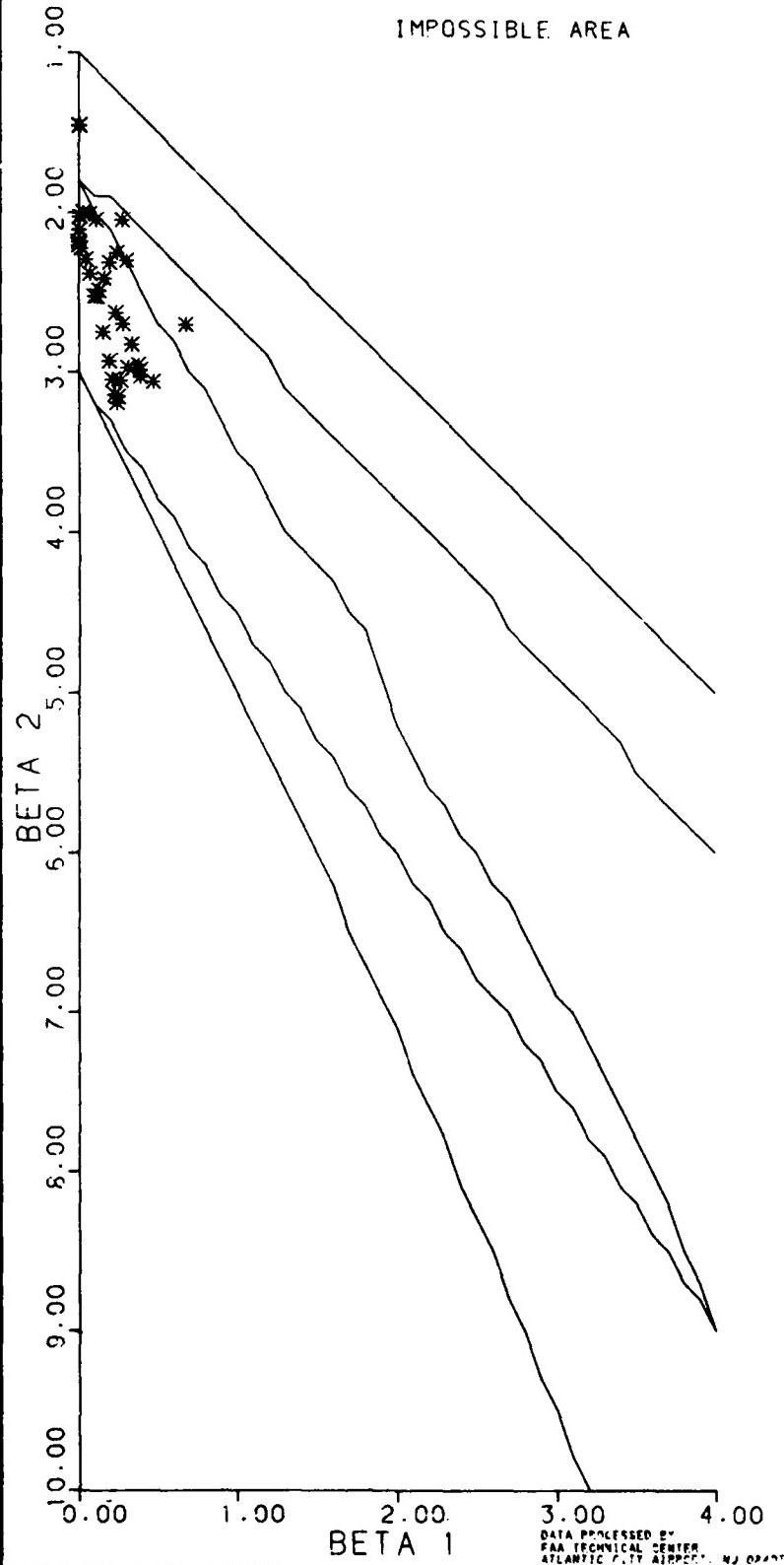
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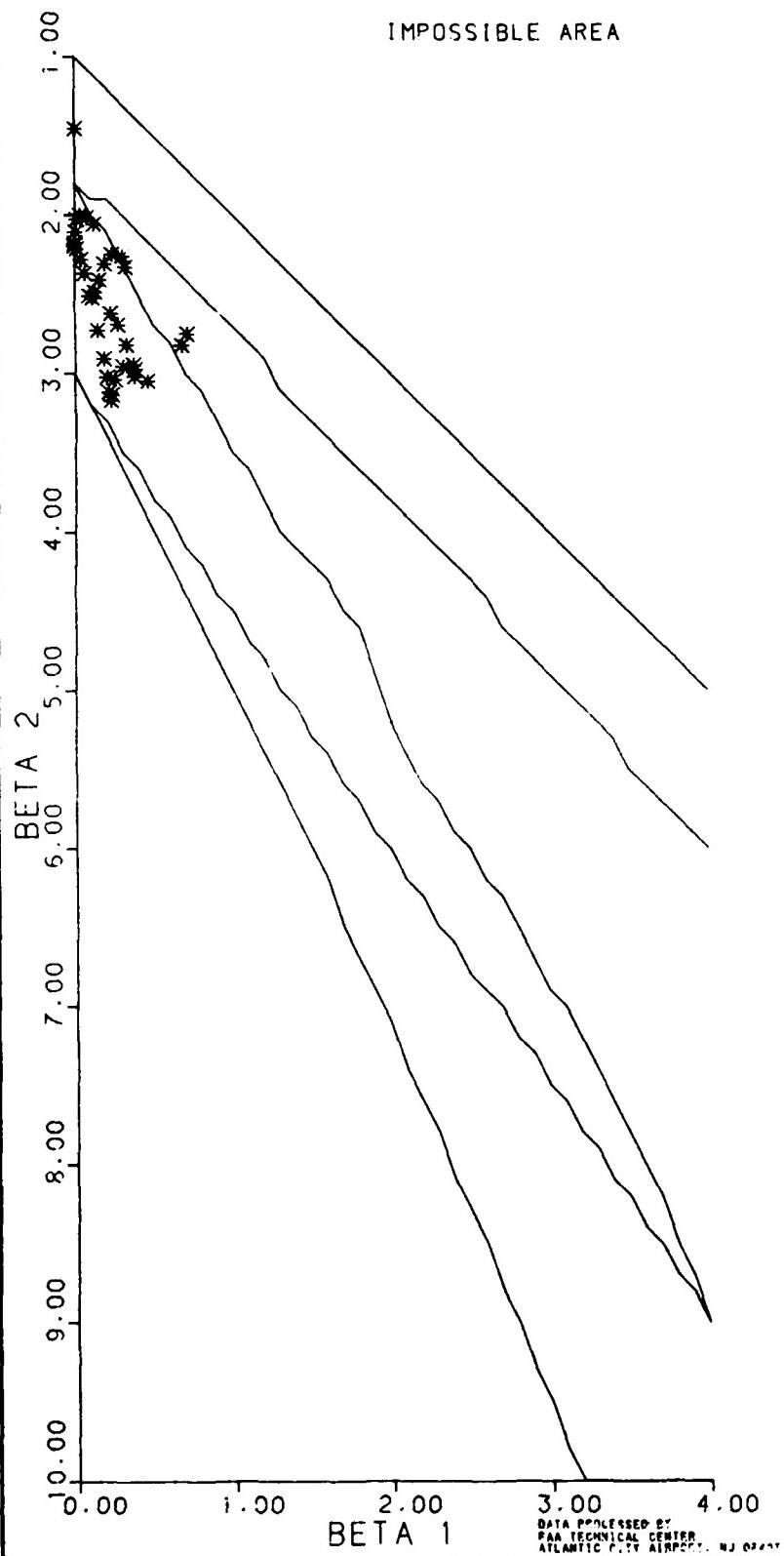
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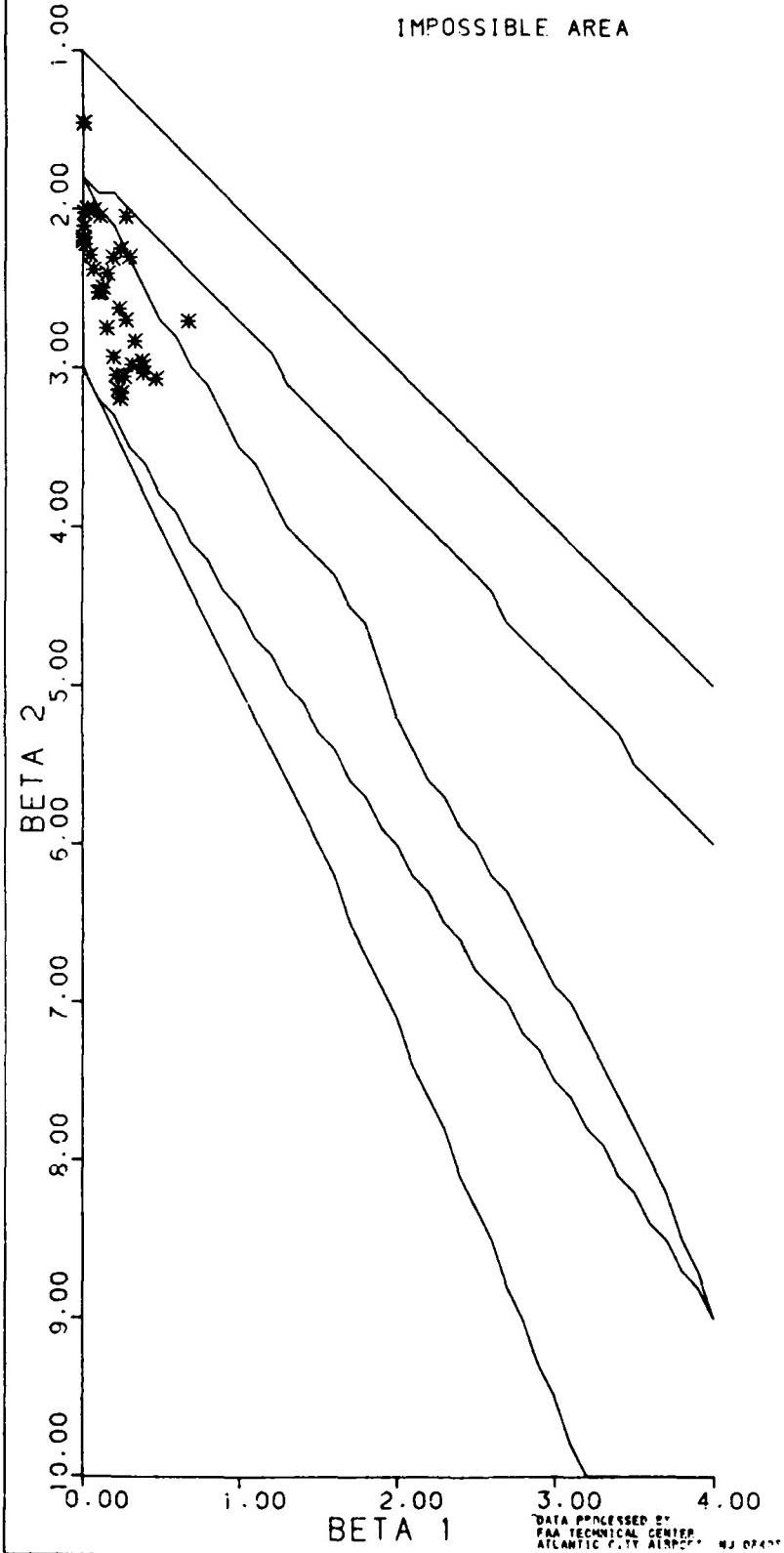
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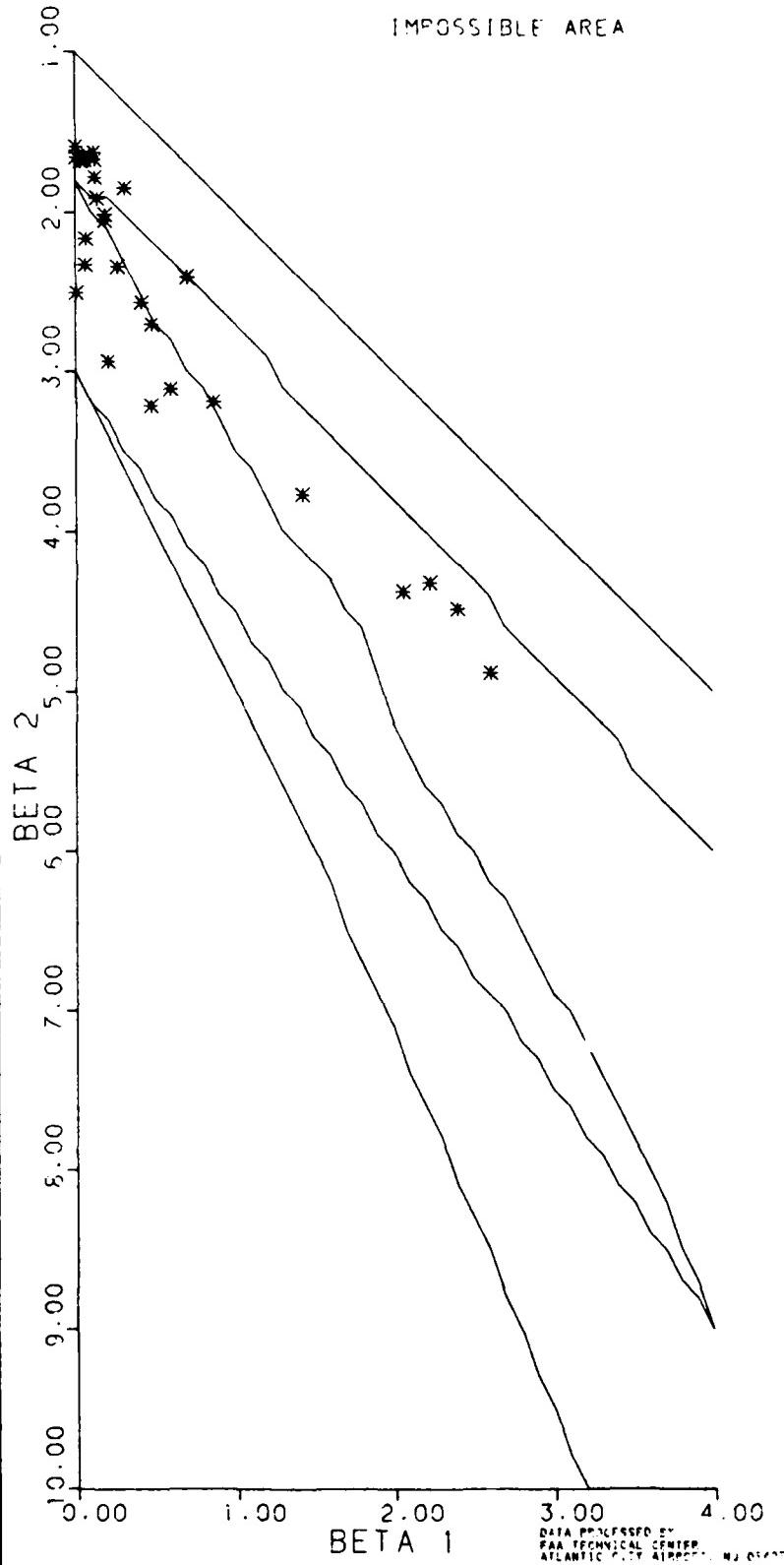
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ALTITUDE ERROR (FT)



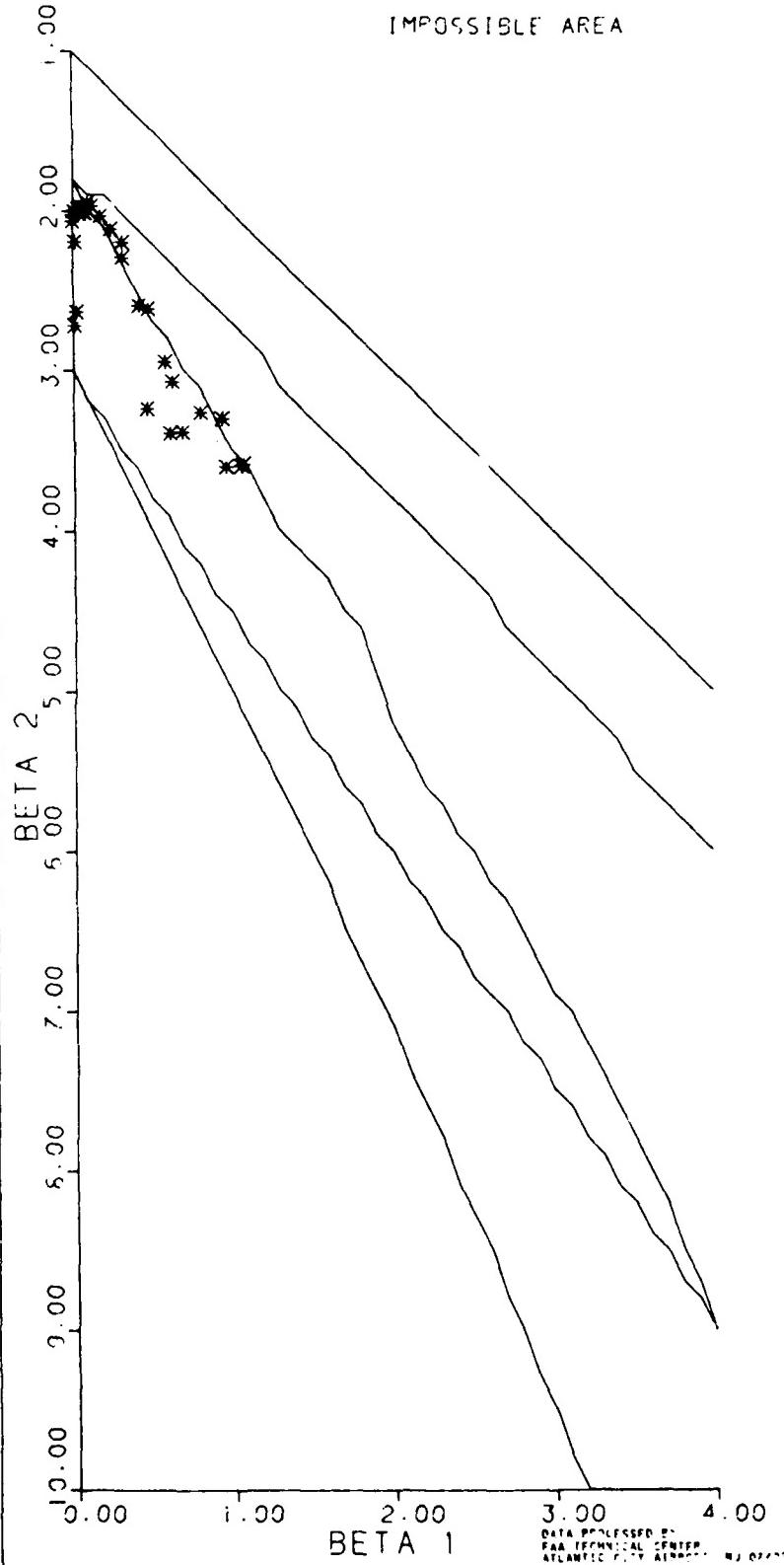
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ANGULAR POSITION (DEG)



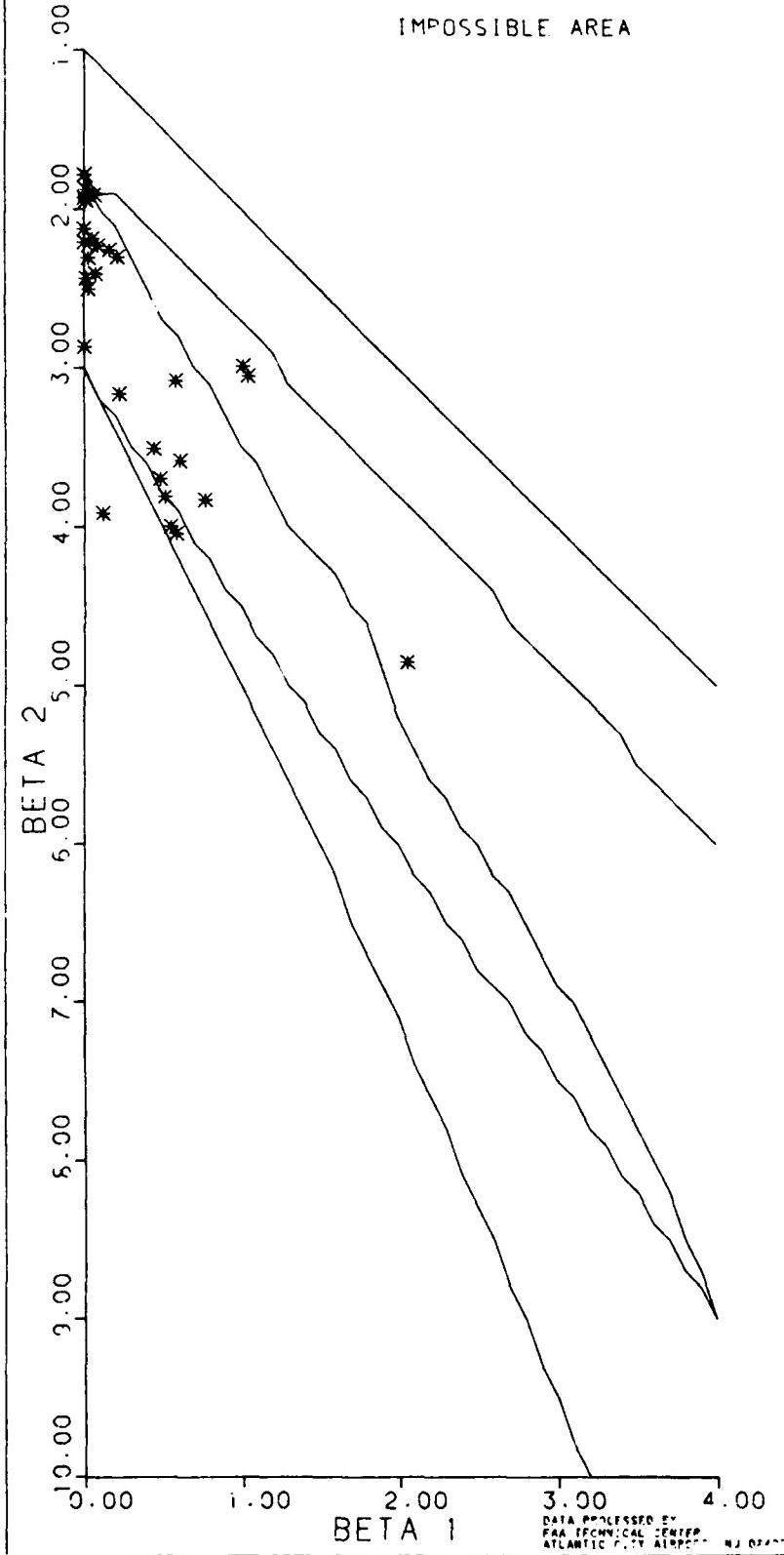
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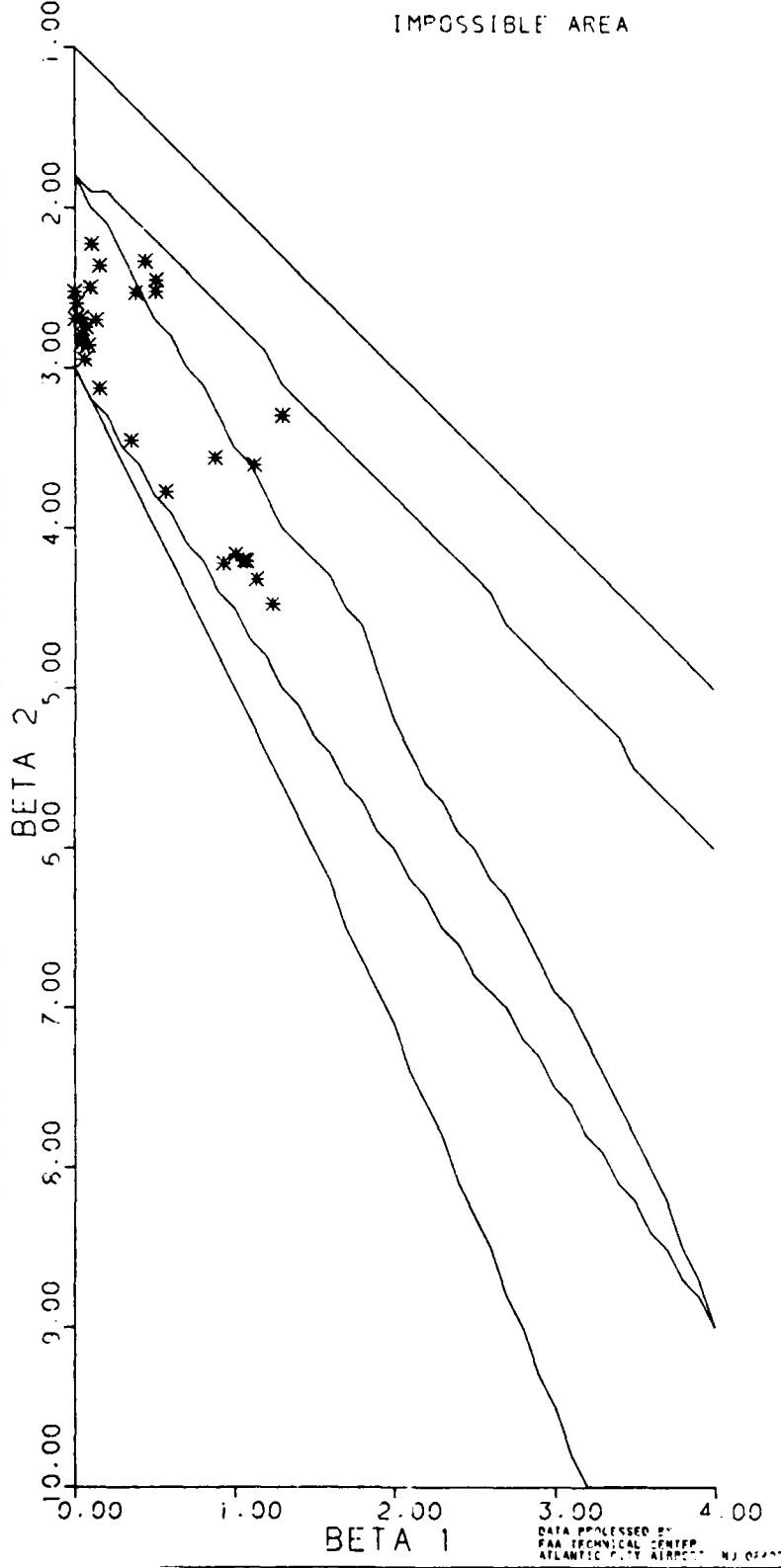
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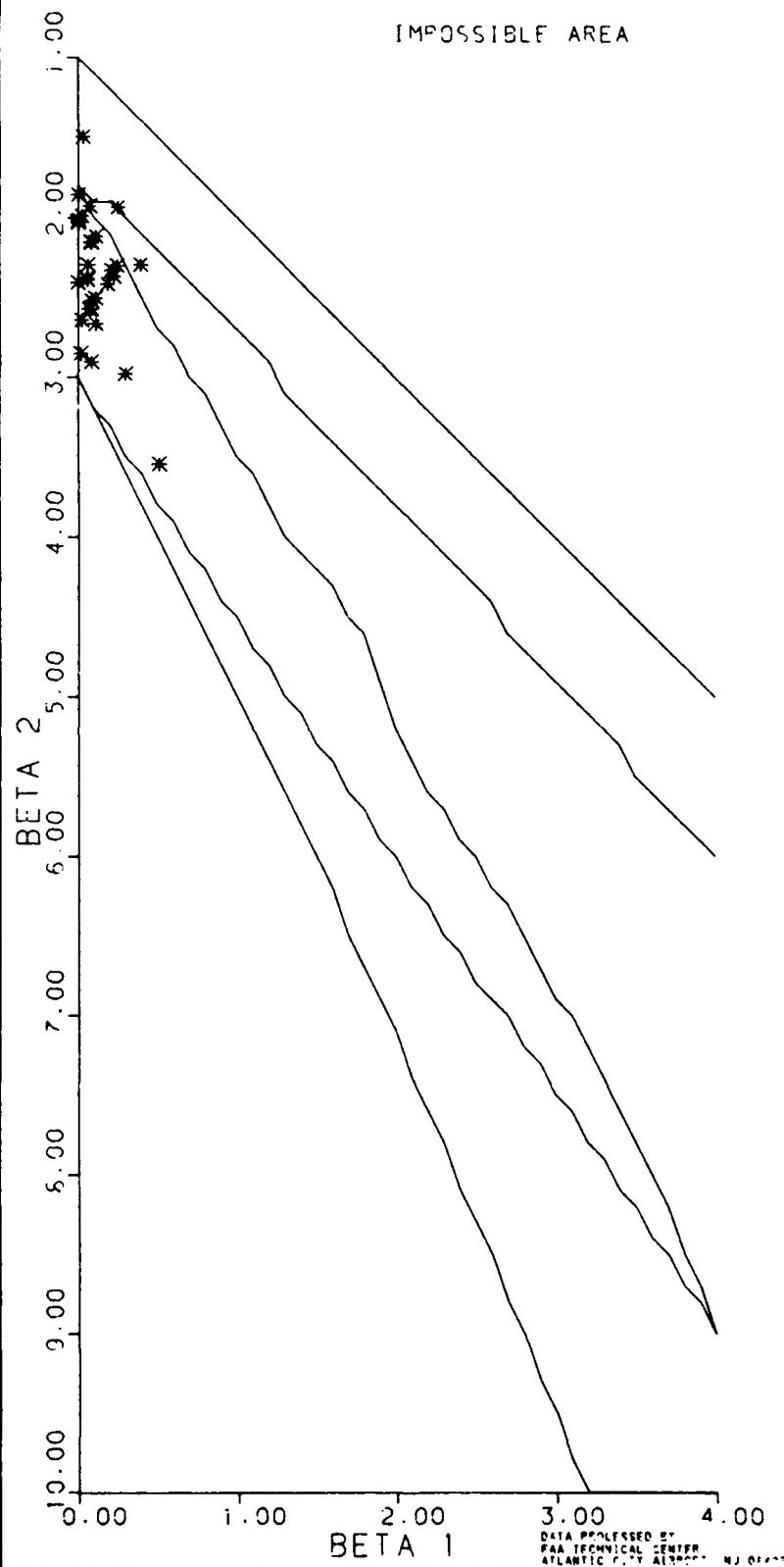
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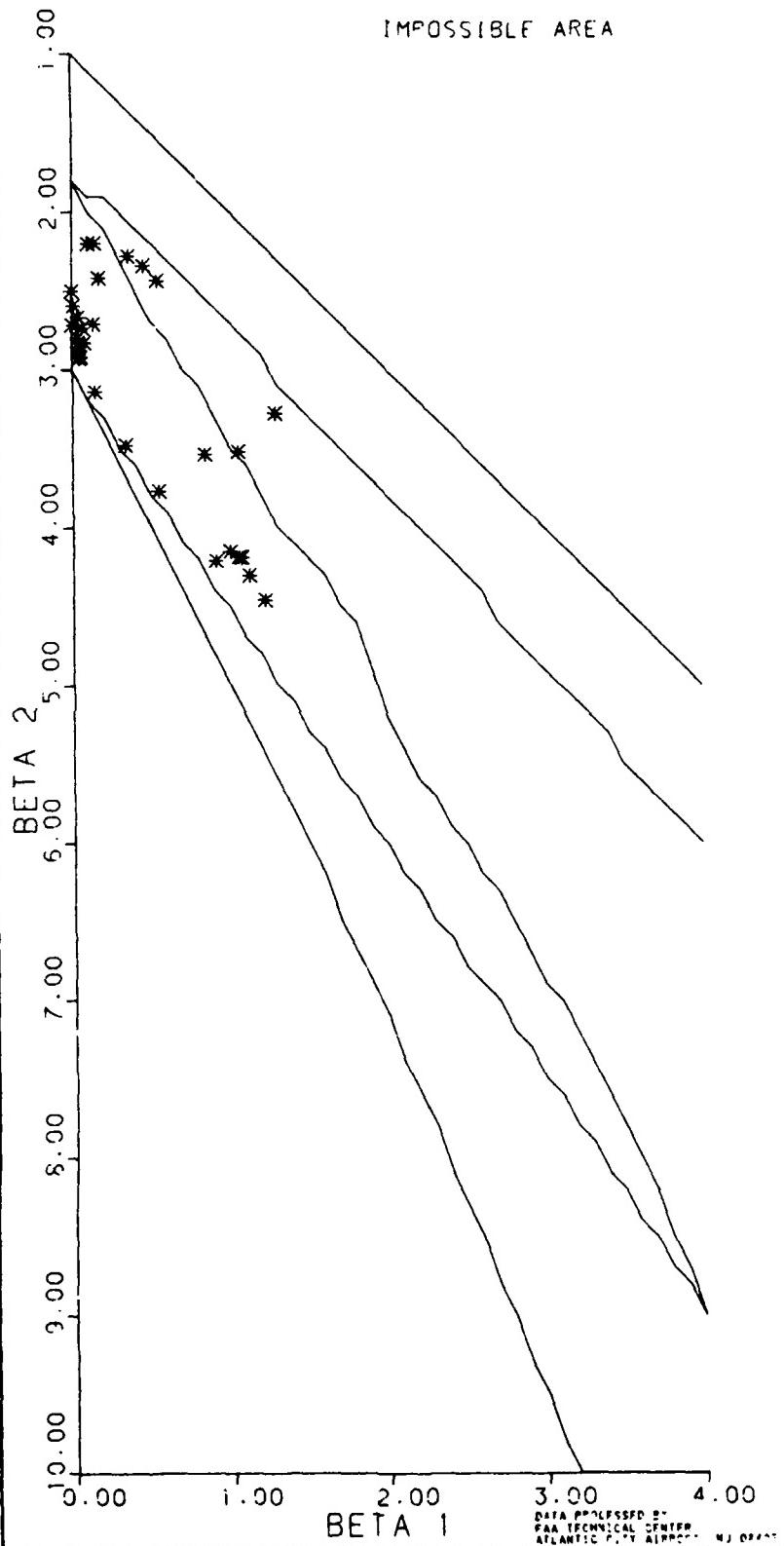
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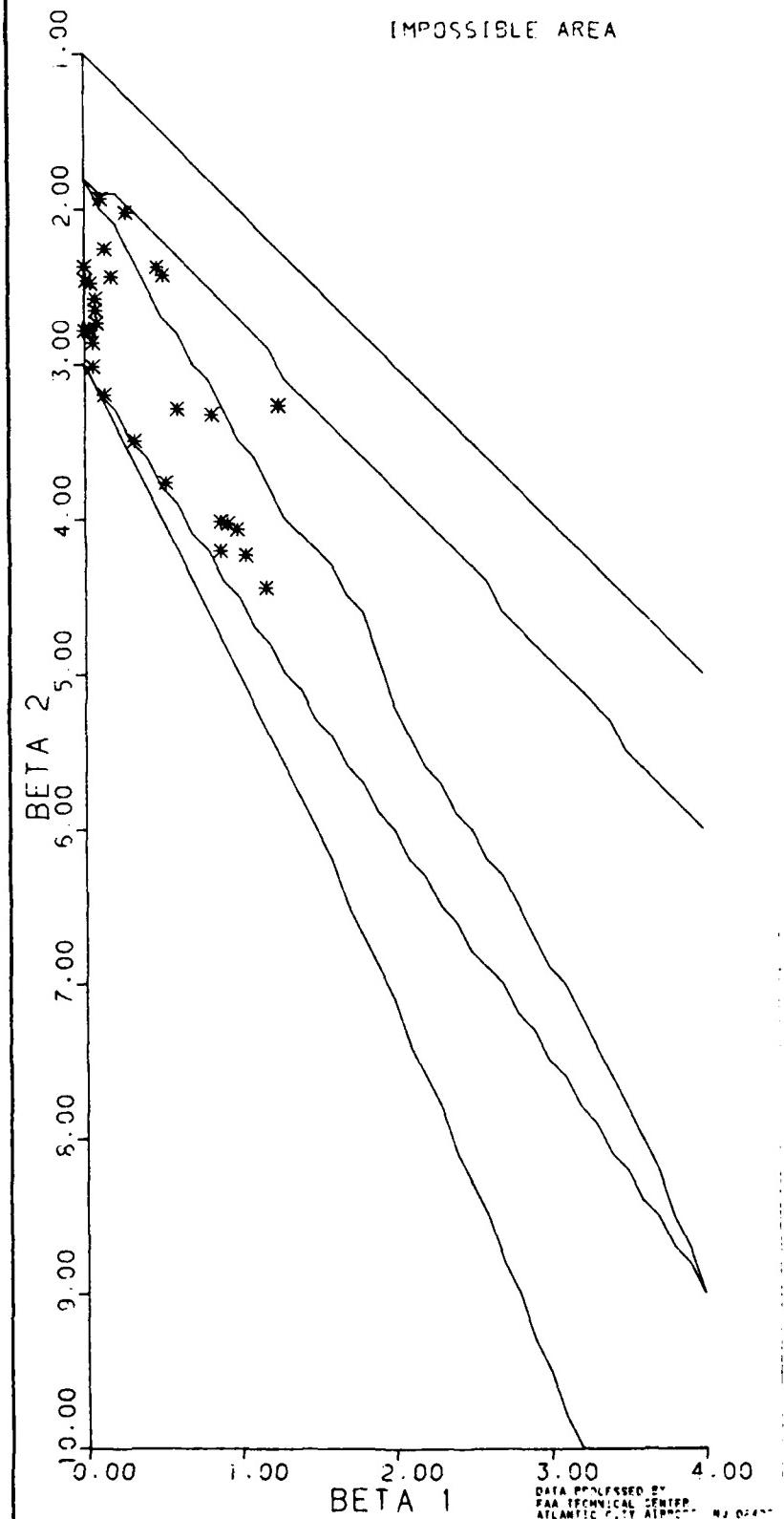
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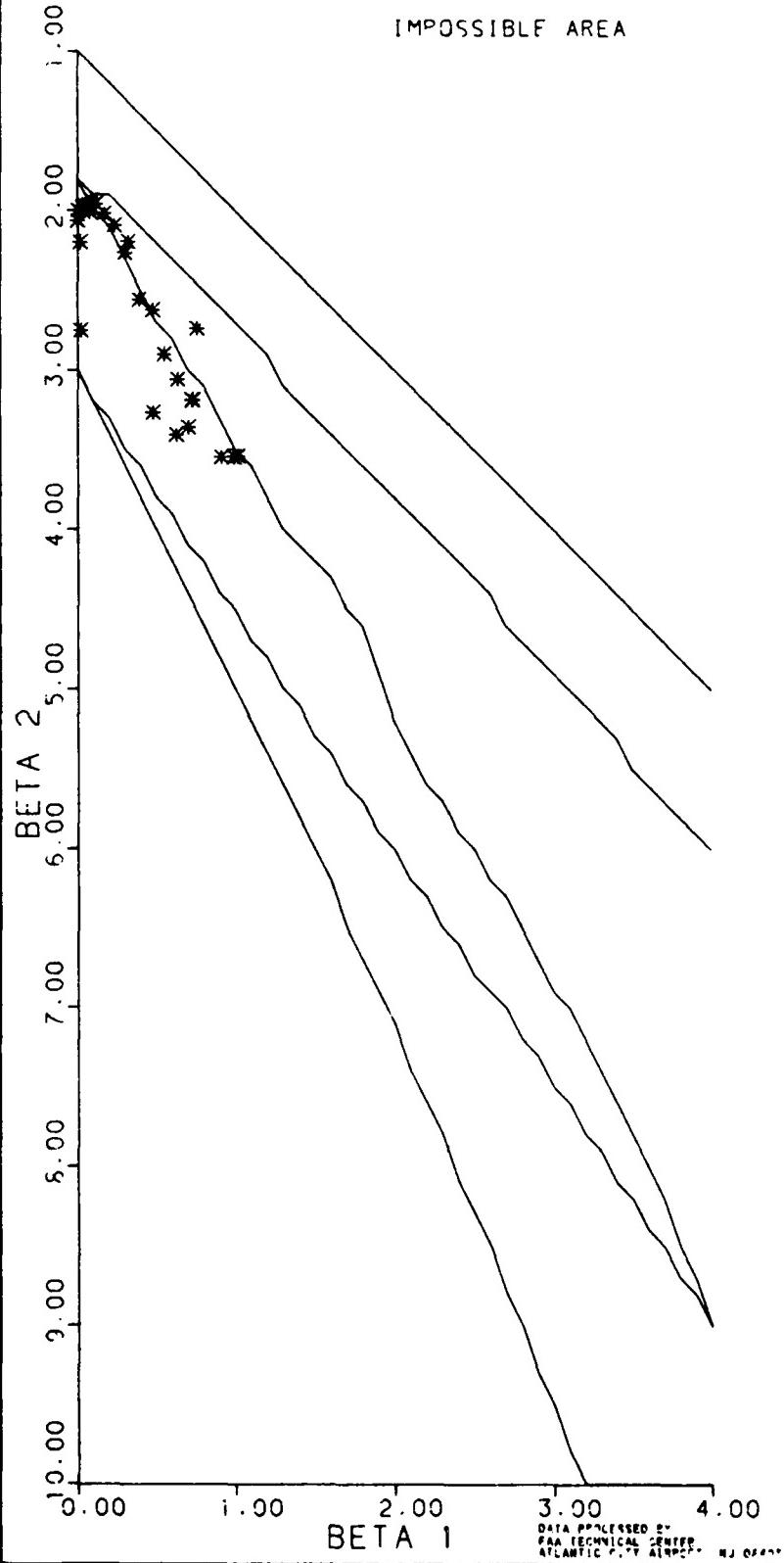
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GROUNDSPEED (KNOTS)



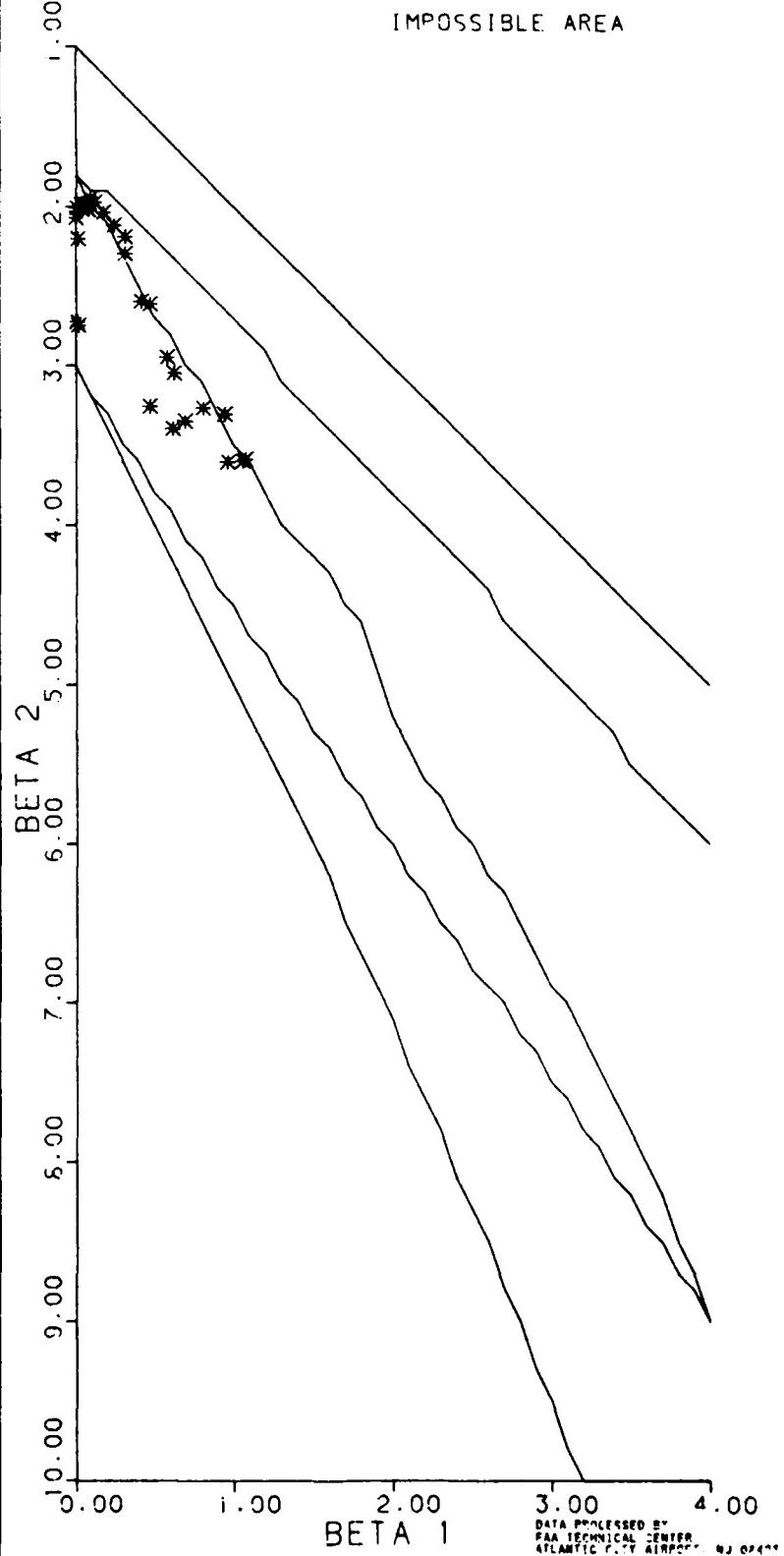
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ALONGPATH SPEED (KNOTS)



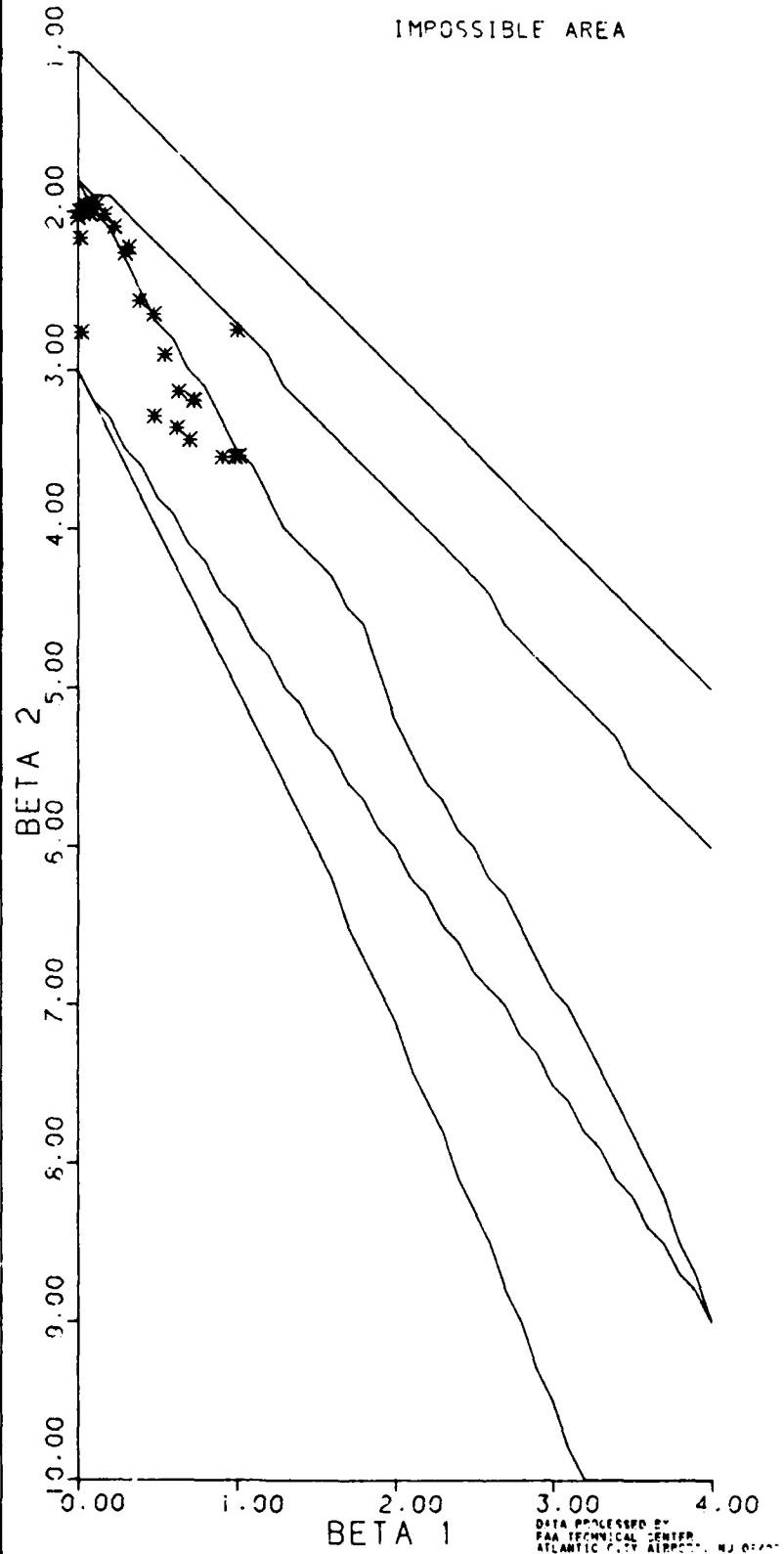
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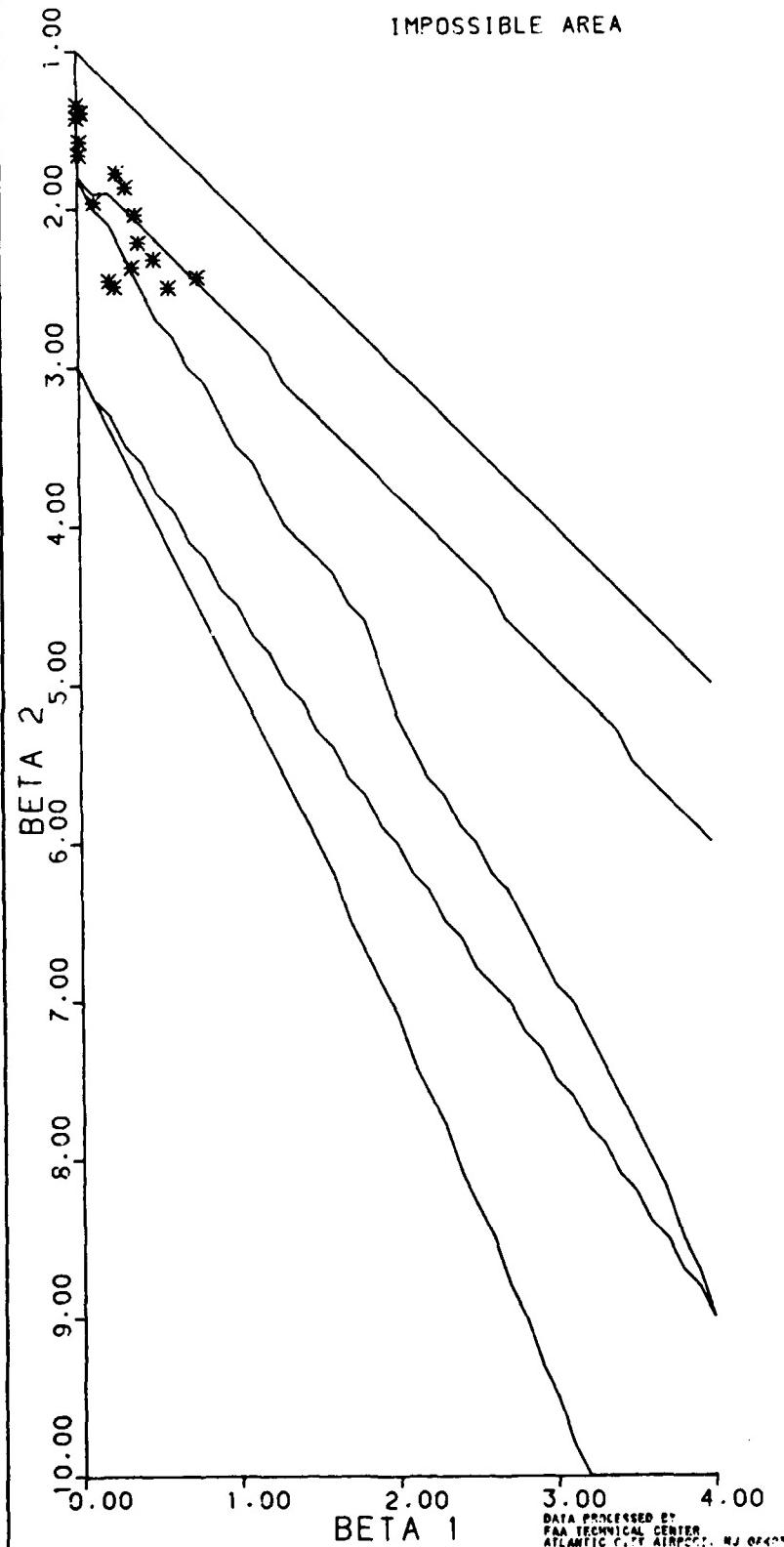
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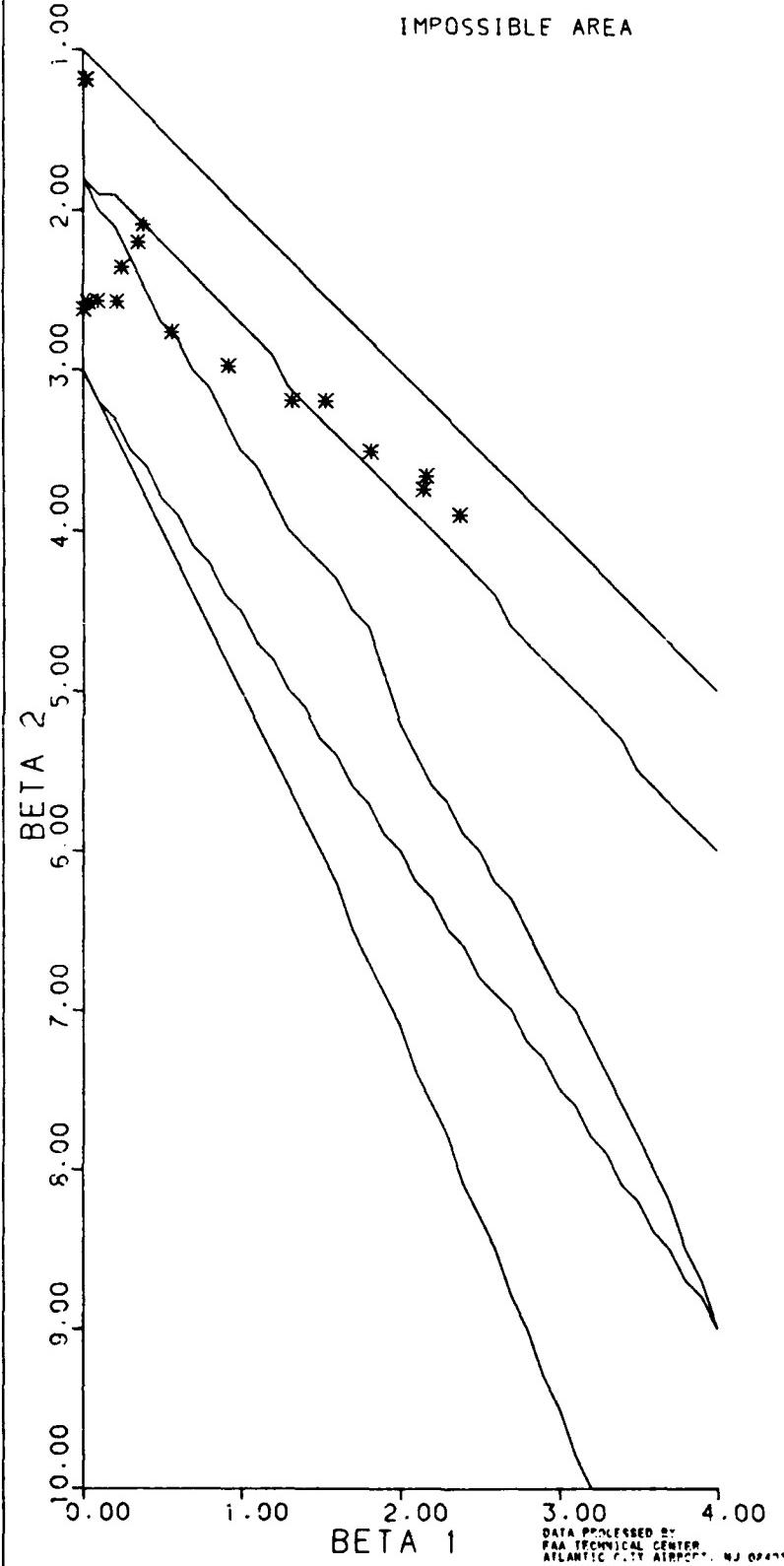
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ANGULAR POSITION (DEG)



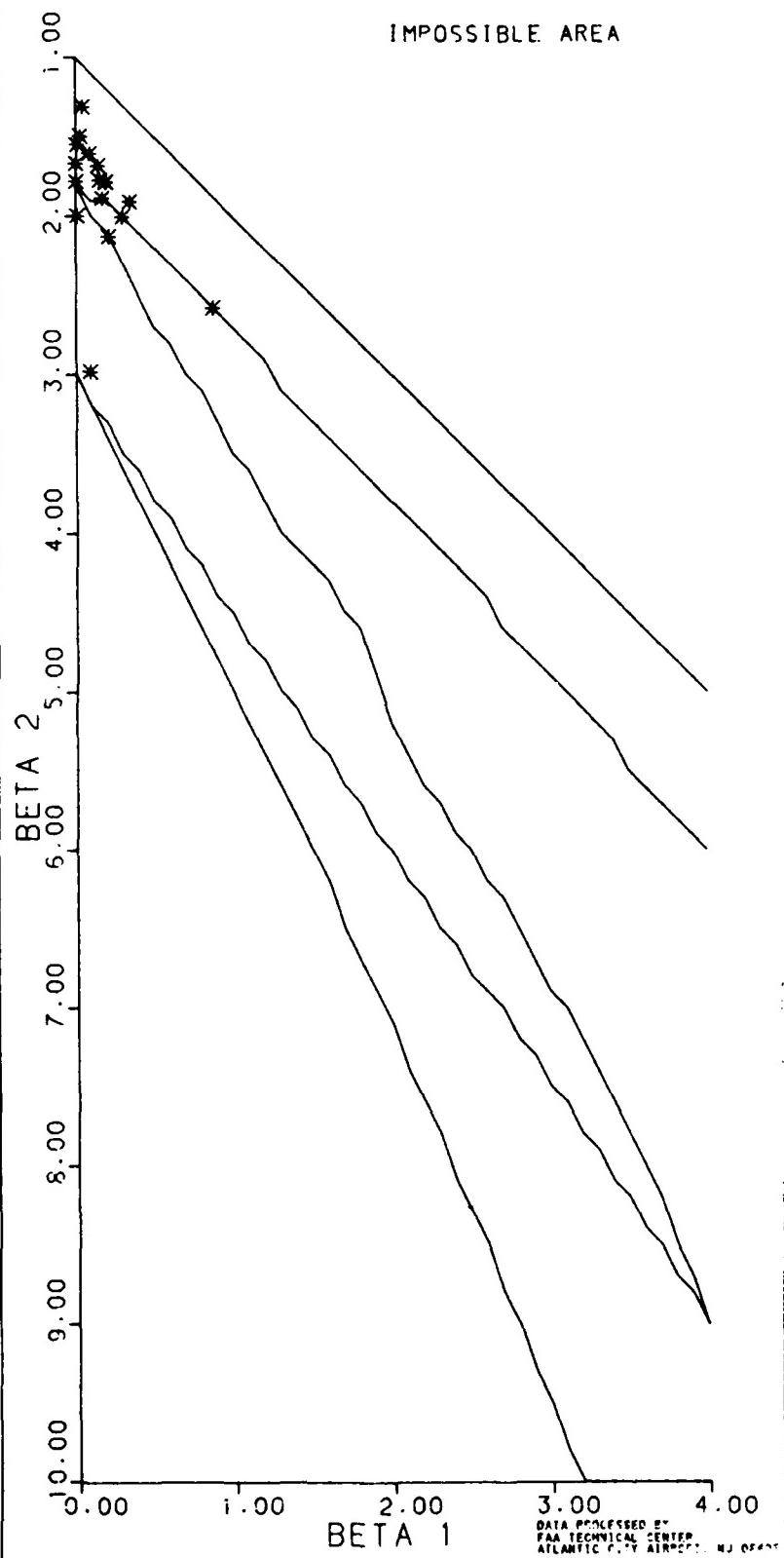
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7.125 DEGREE CURVED APPROACHES  
CROSSTRAK POSITION (FT)



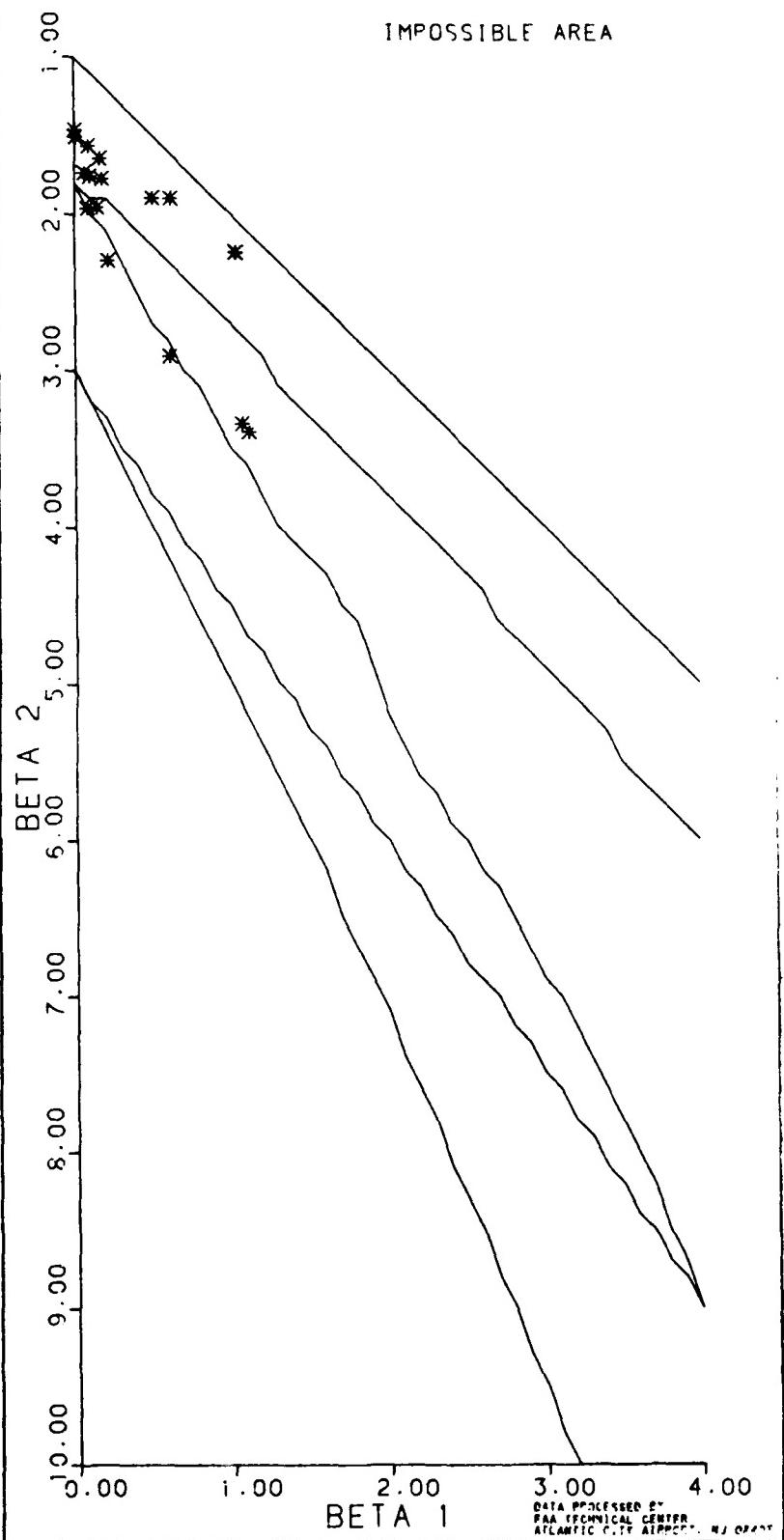
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7.125 DEGREE CURVED APPROACHES  
ALTITUDE (FT)



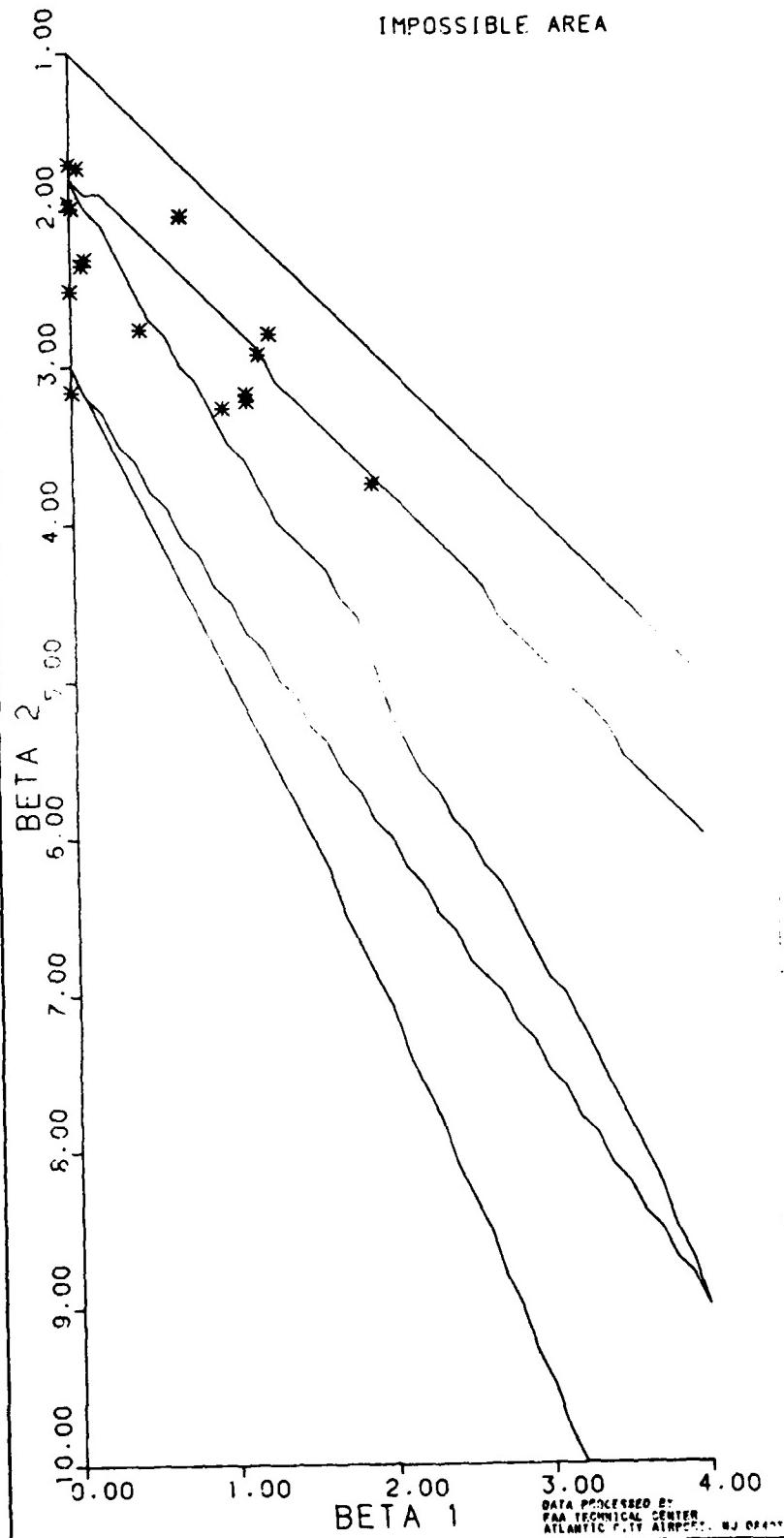
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CROSSTRACK VELOCITY (FPM)



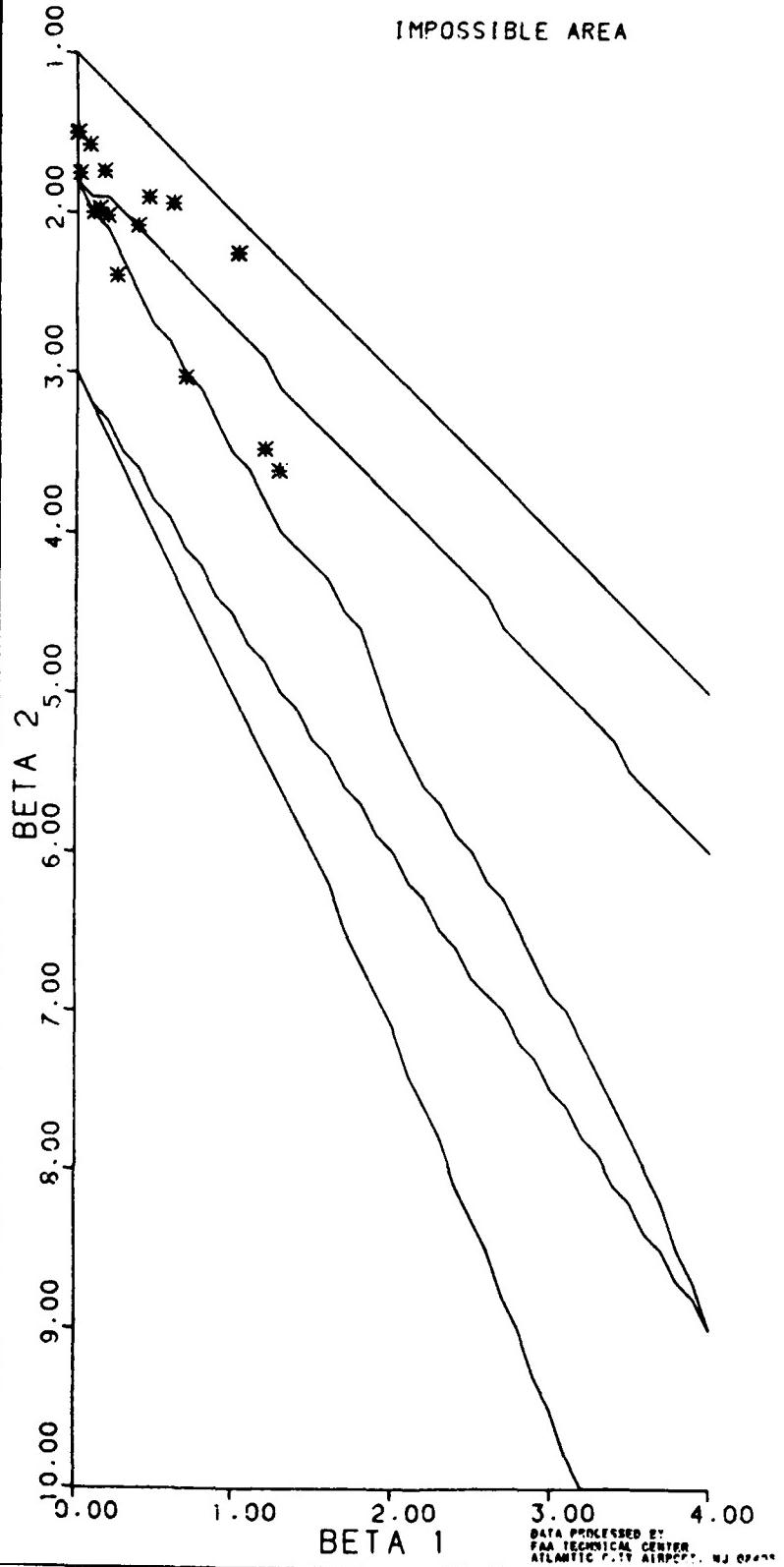
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ALONGTRACK VELOCITY (FPM)



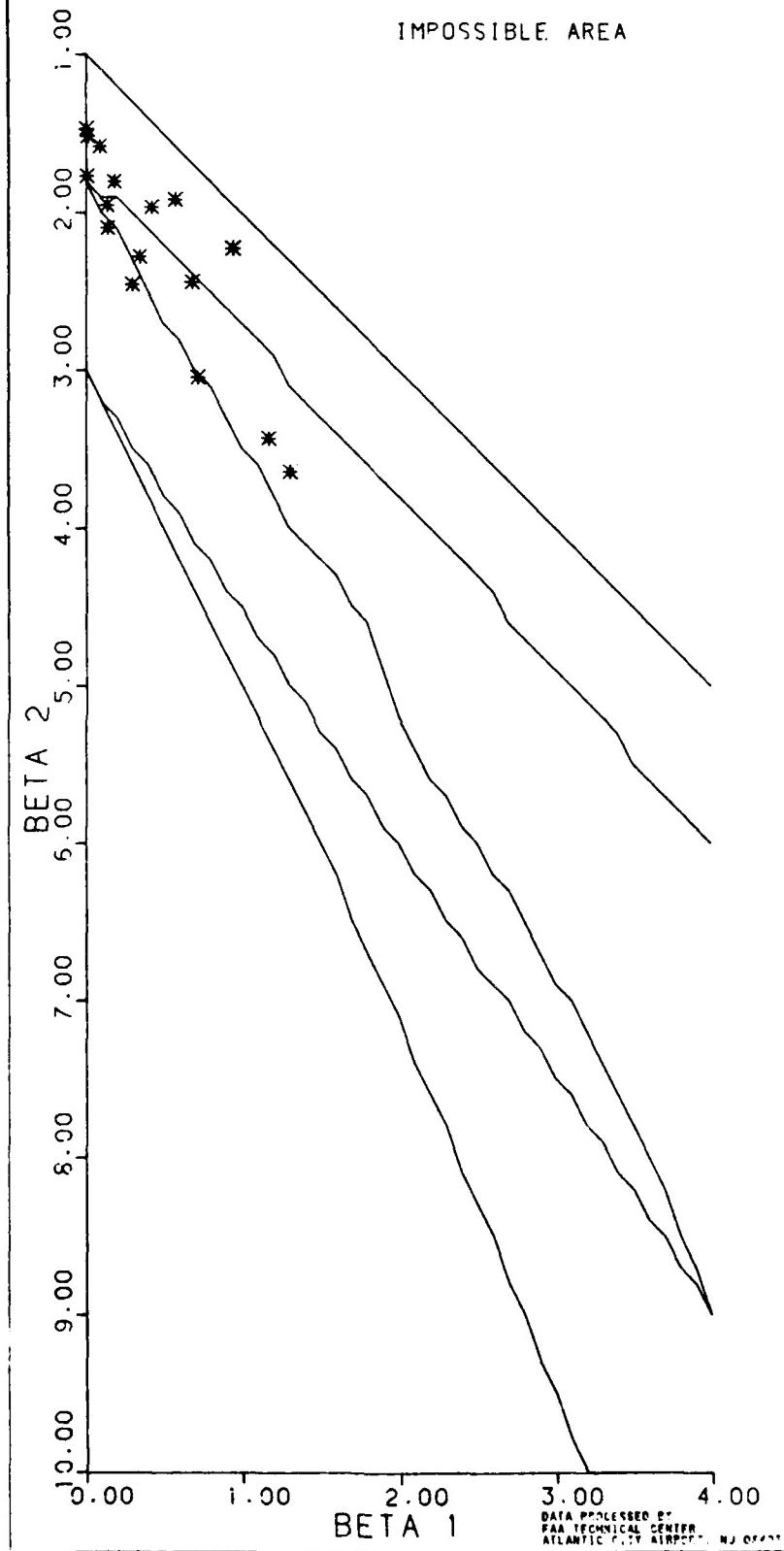
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7.125 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM)



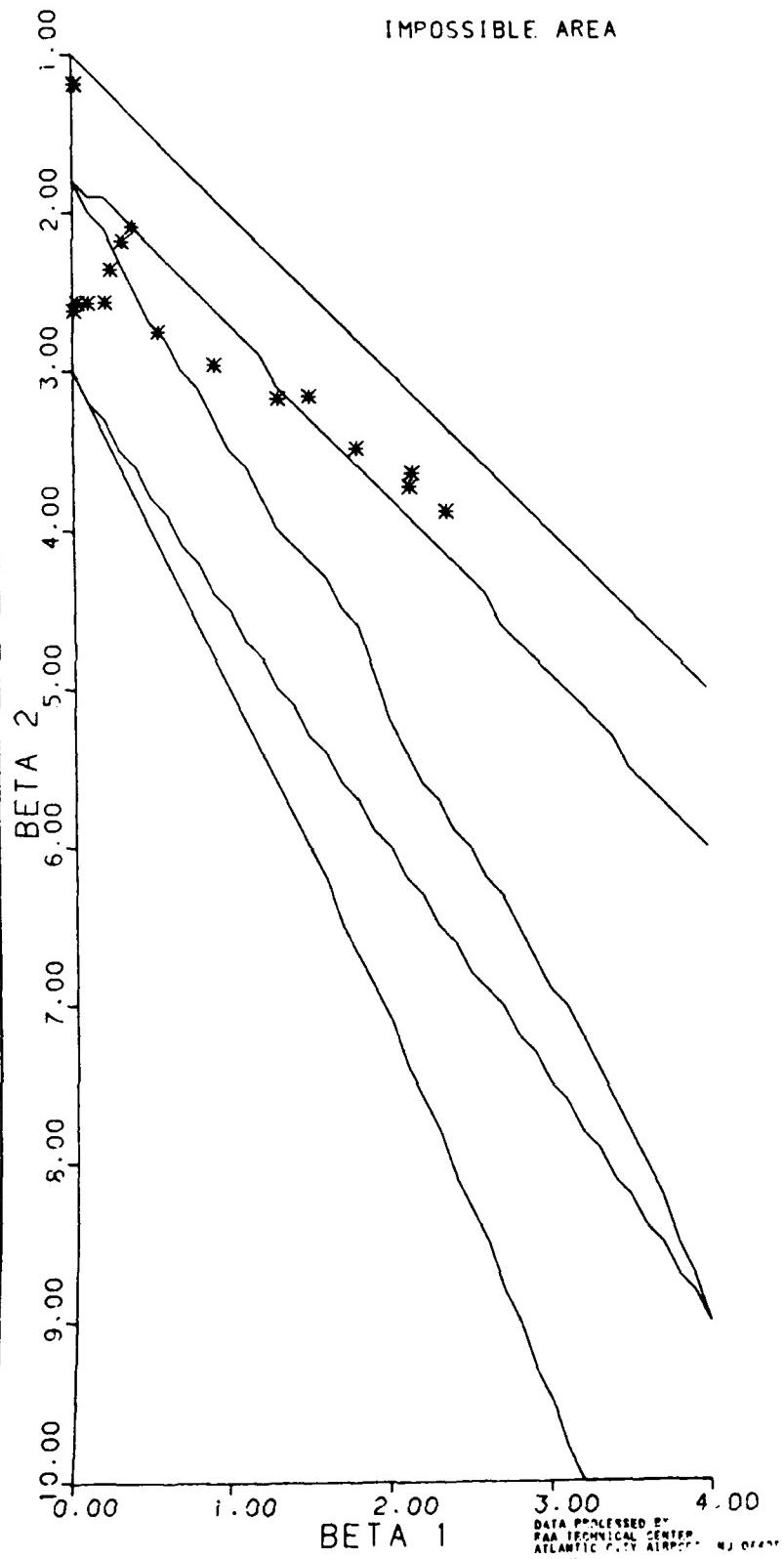
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GROUNDSPEED (KNOTS)



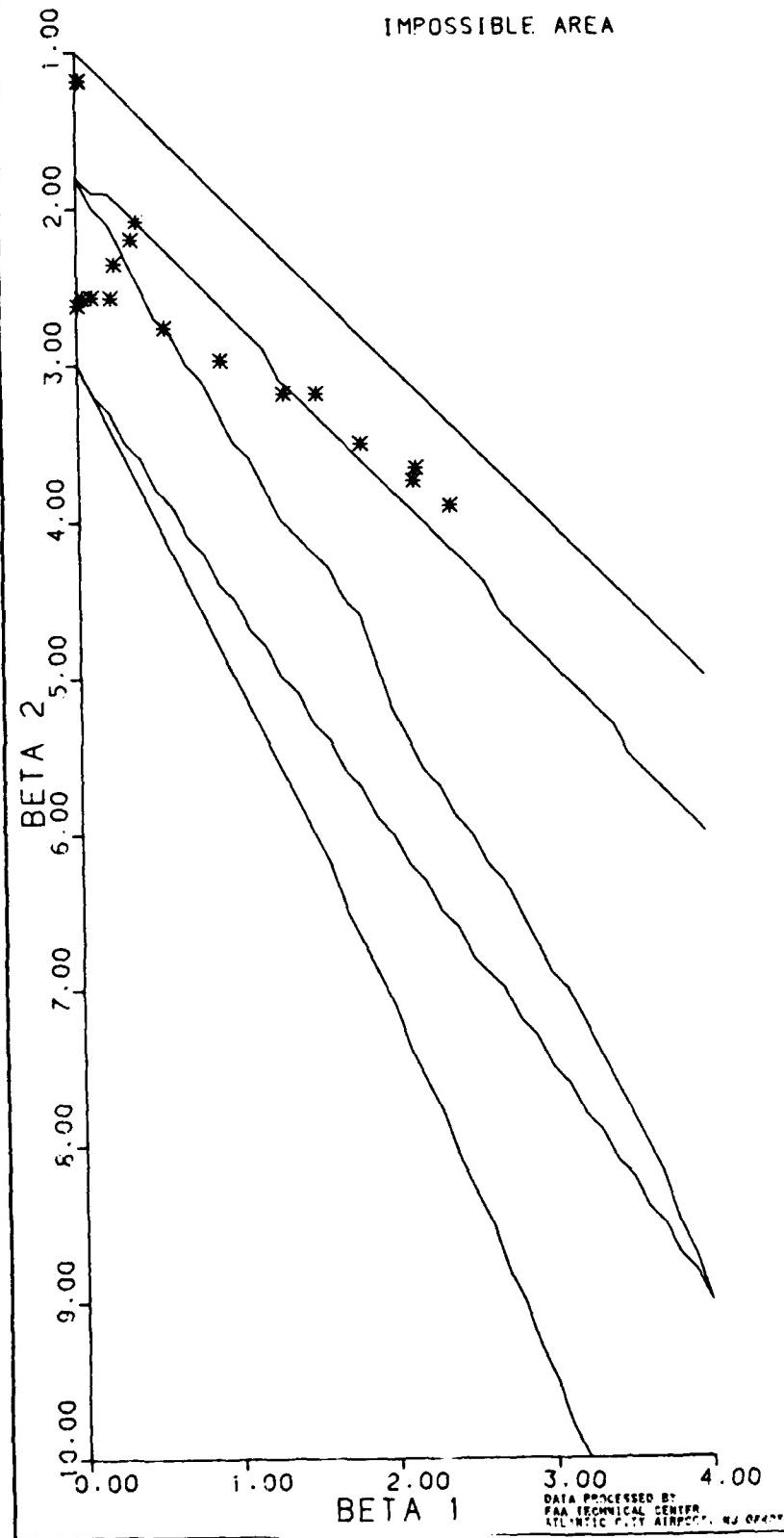
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ALONGPATH SPEED (KNOTS)



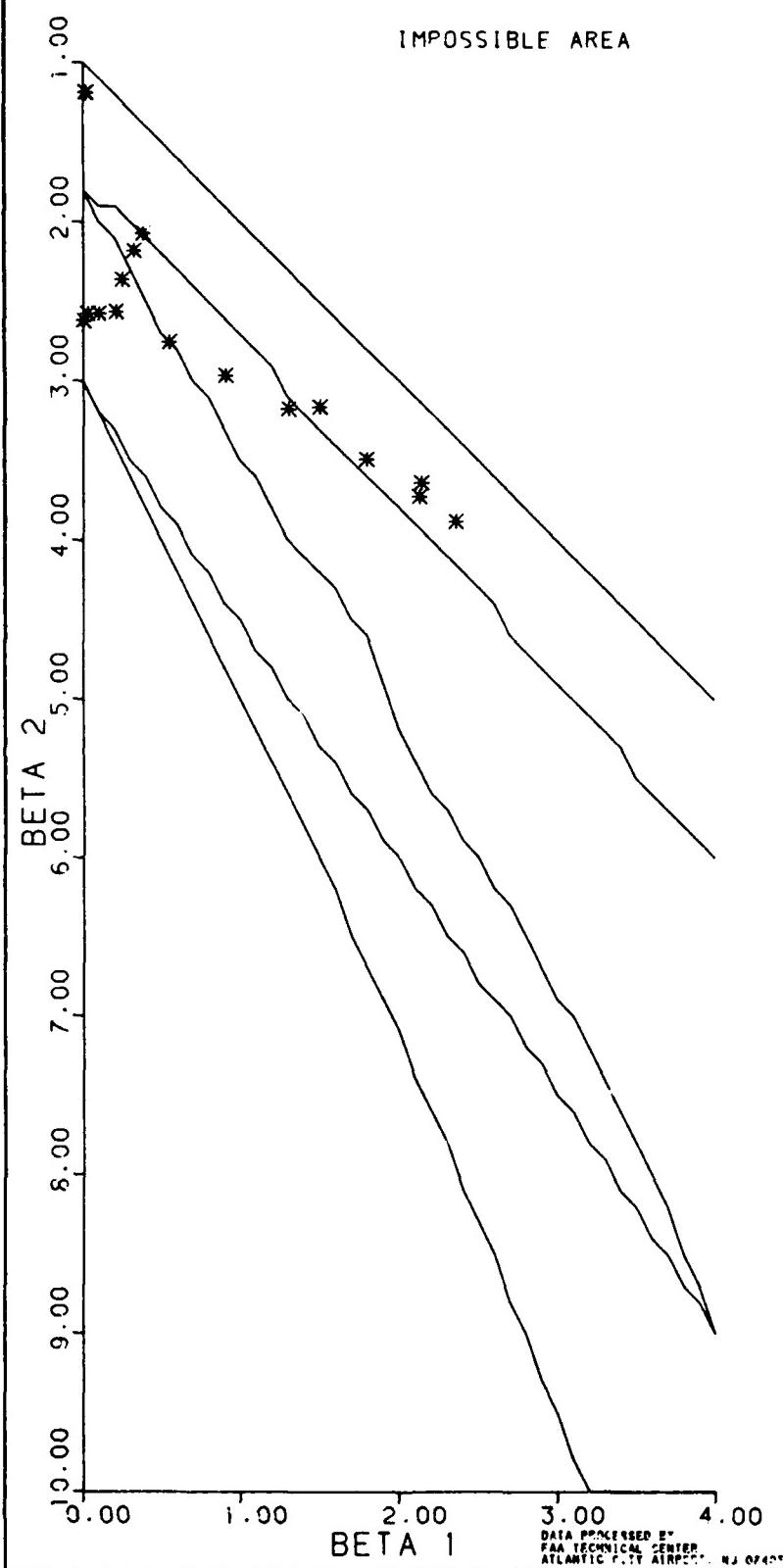
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7.125 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG)



VMC DISTRIBUTION ANALYSIS -- OHS ONLY  
7.125 DEGREE CURVED APPROACHES  
ALTITUDE ERROR (FT)

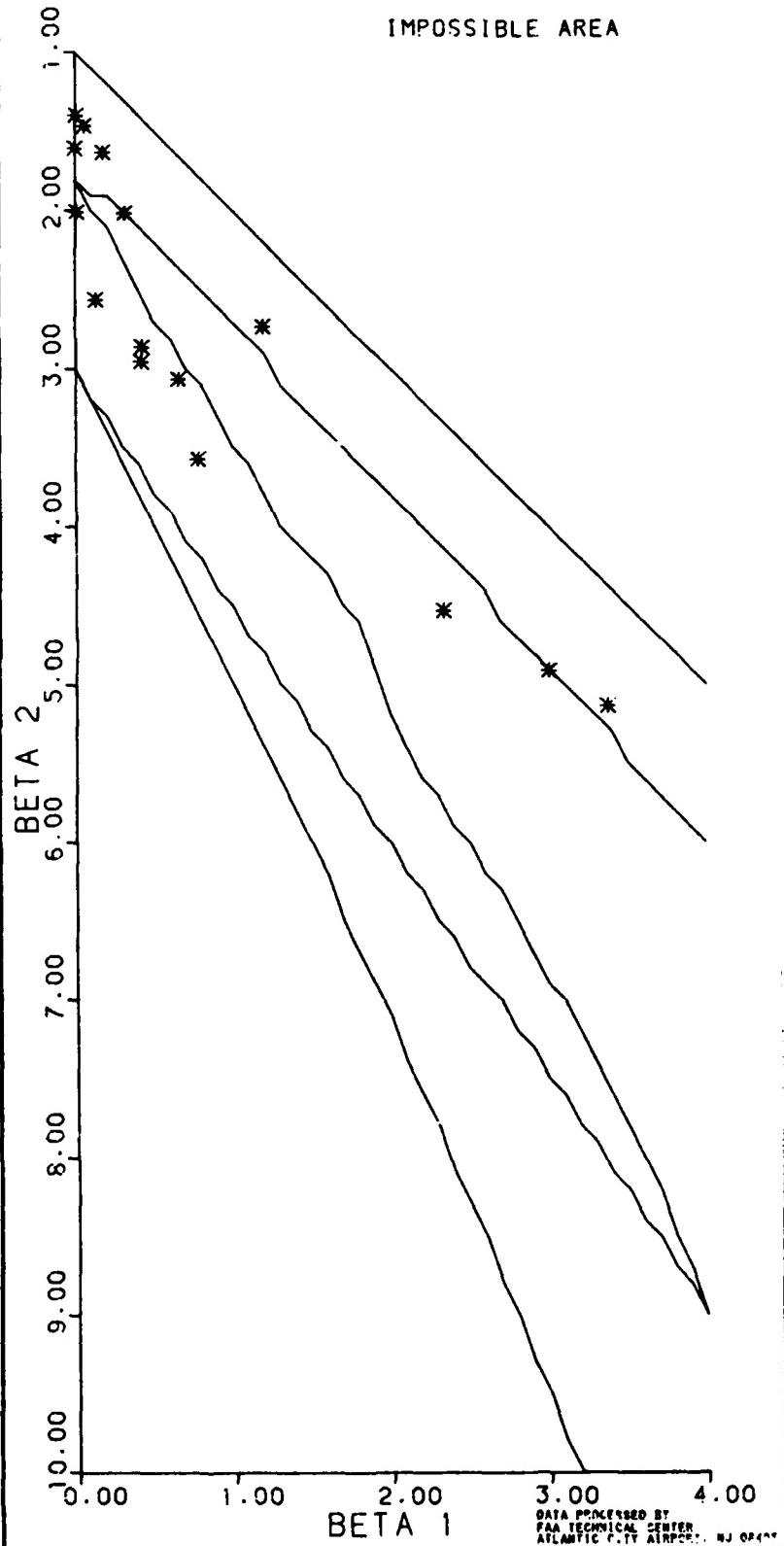


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ANGULAR POSITION (DEG)



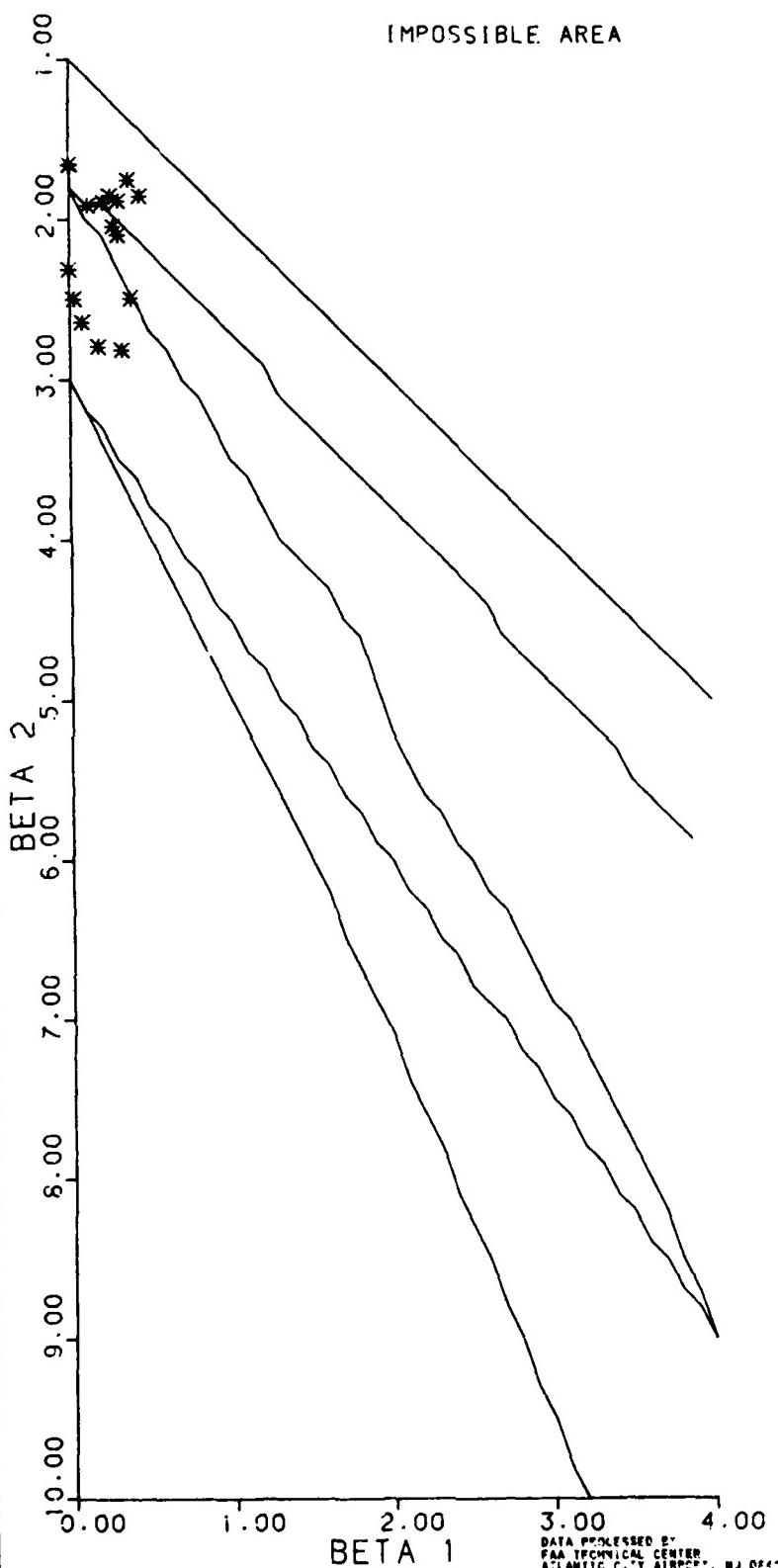
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VMC DISTRIBUTION ANALYSIS -- OH6 ONLY  
6.000 DEGREE CURVED APPROACHES  
CROSSTRAK POSITION (FT)



VMC DISTRIBUTION ANALYSIS -- DHS ONLY  
6.000 DEGREE CURVED APPROACHES  
ALTITUDE (FT)

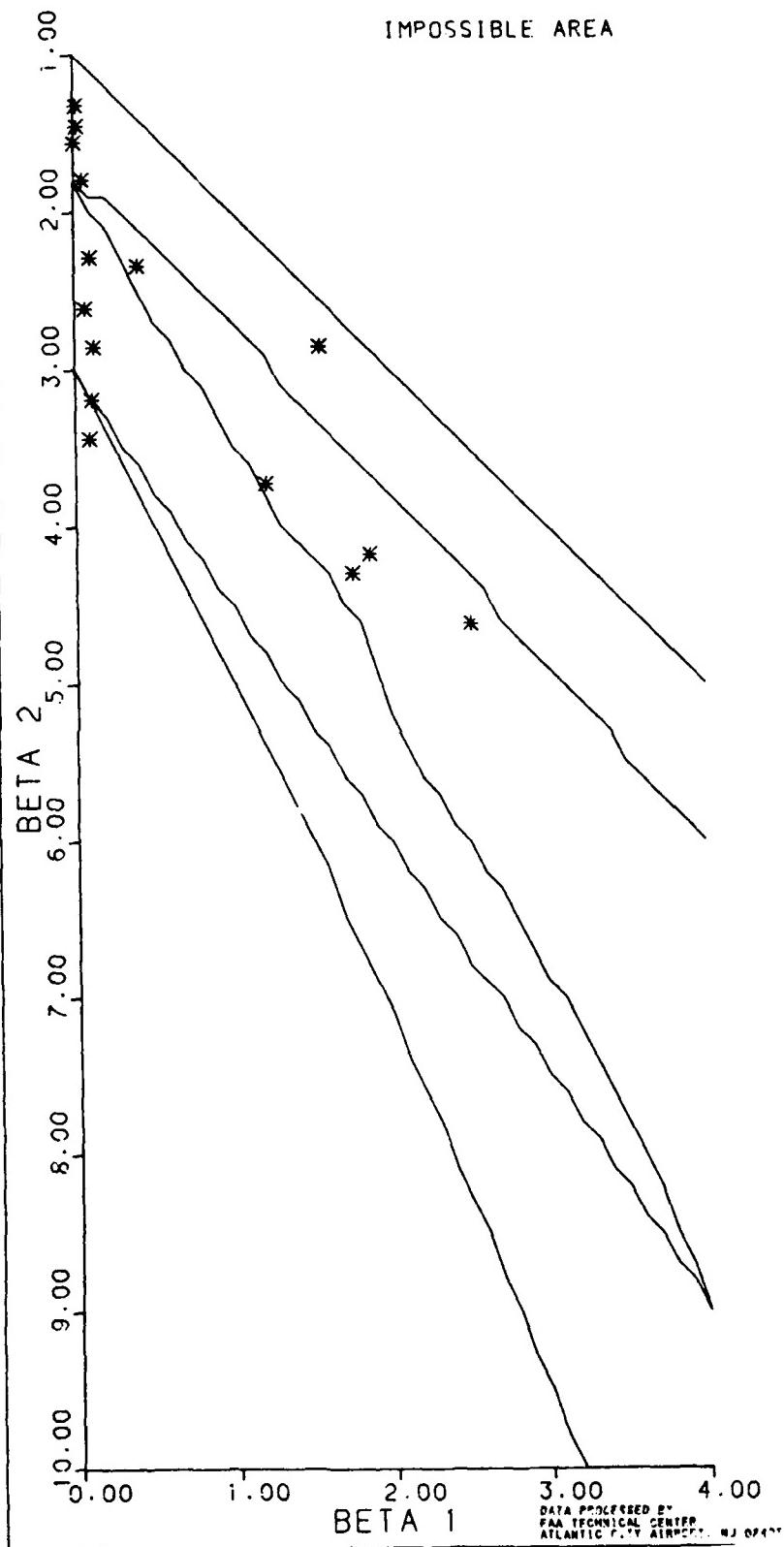
IMPOSSIBLE AREA



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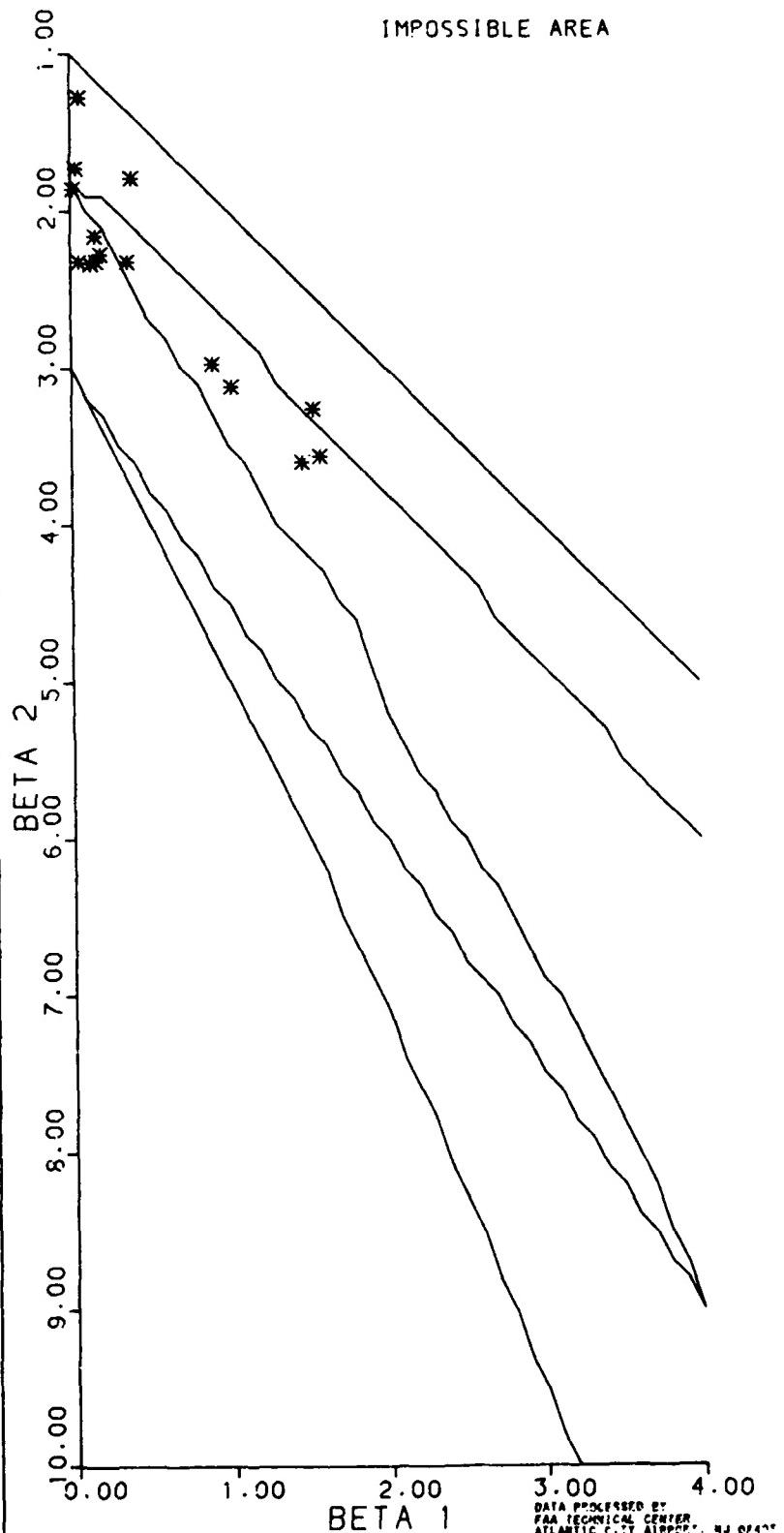
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IMPOSSIBLE AREA

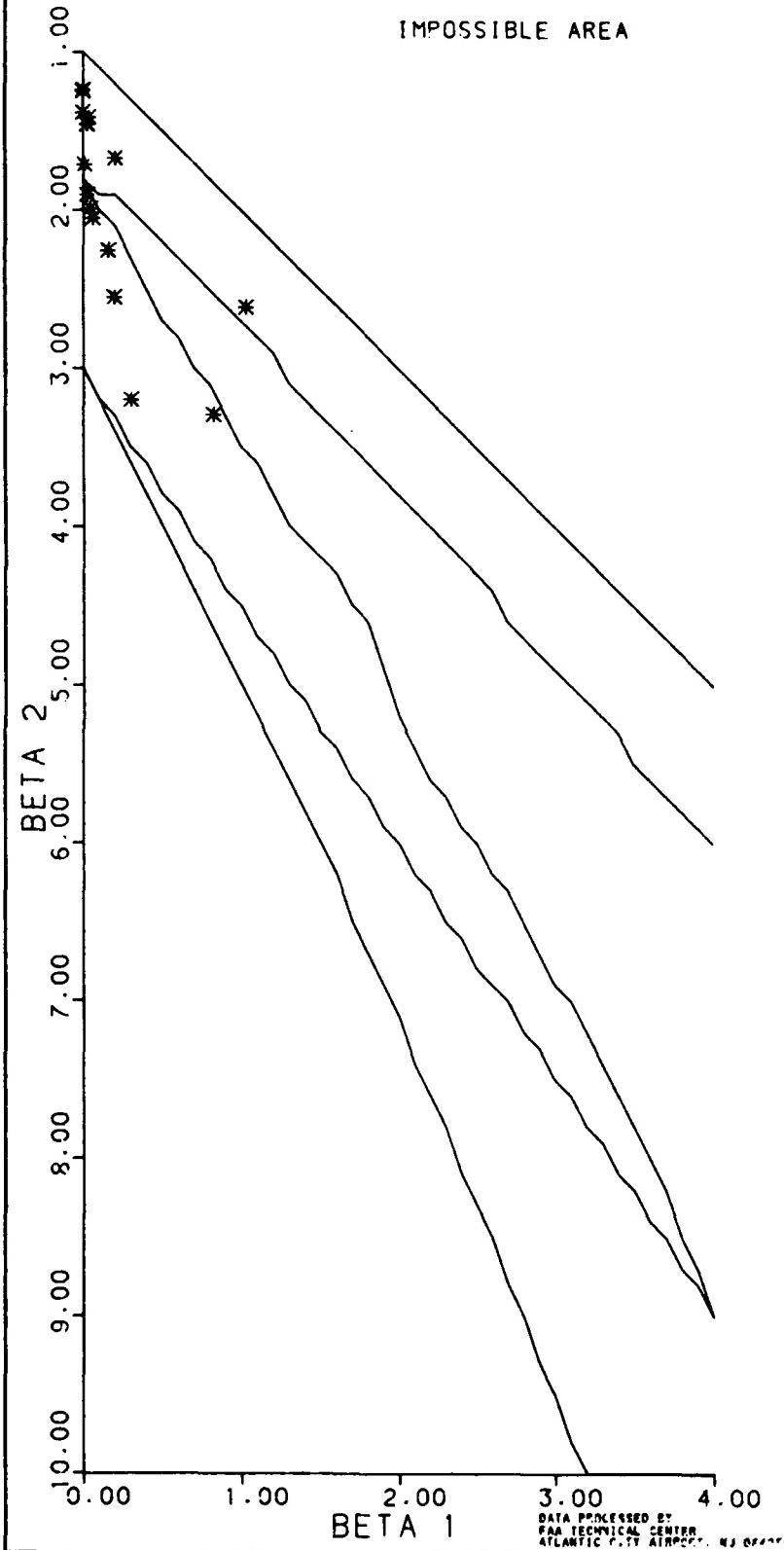


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ATLANTIC CITY AIRPORT, NJ 08405

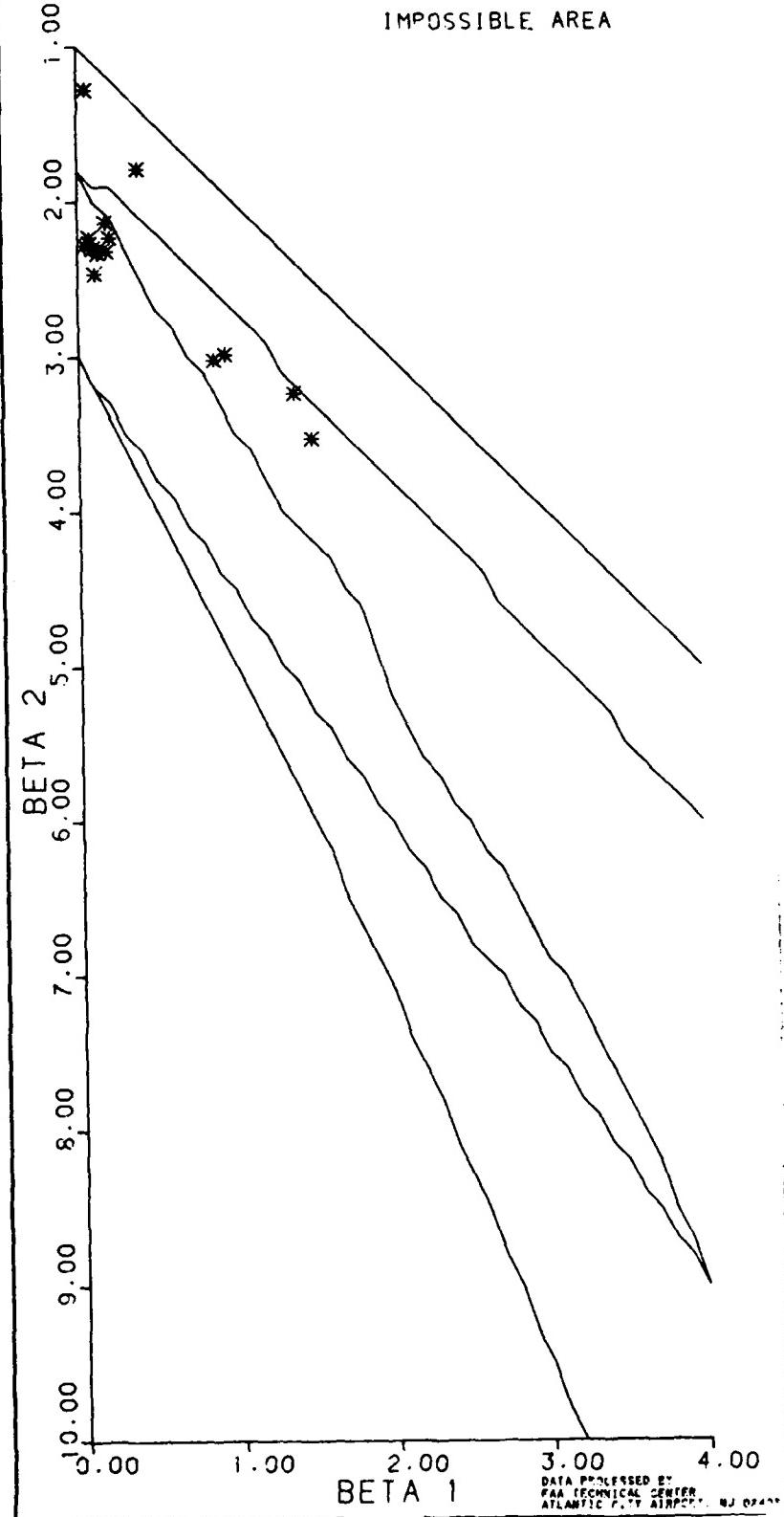
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ALONGTRACK VELOCITY (FPM)



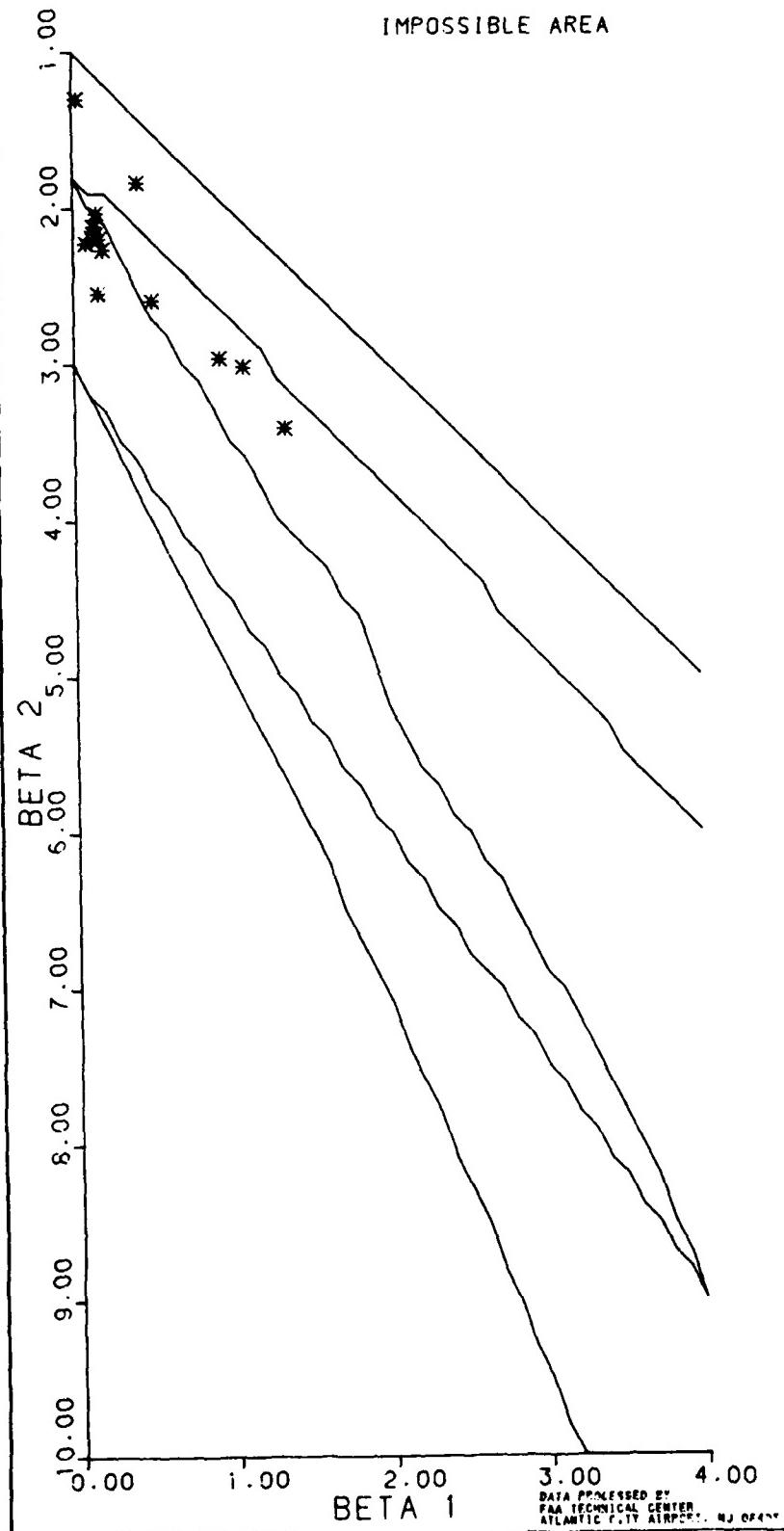
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VERTICAL VELOCITY (FPM)



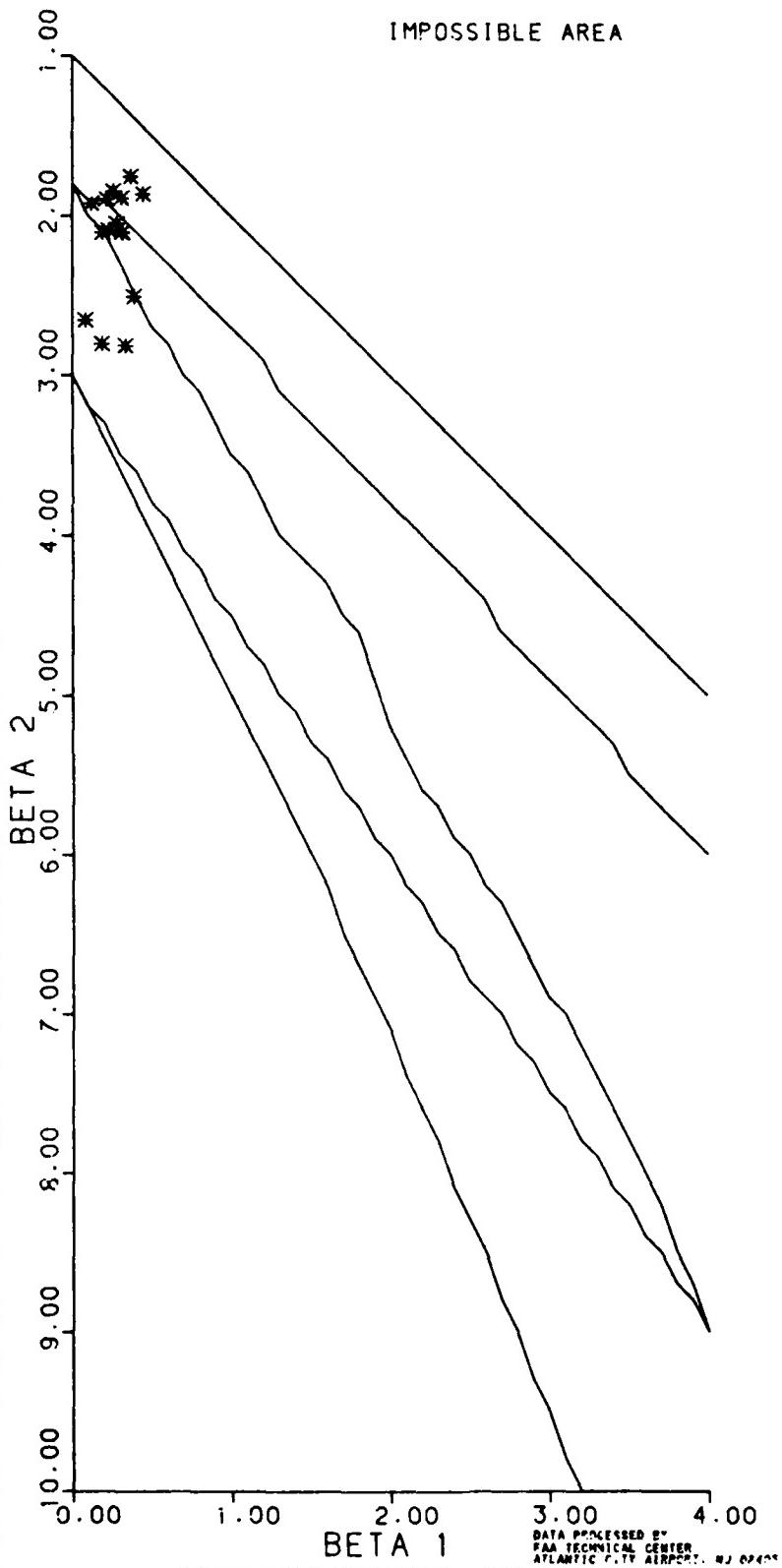
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GROUNDSPEED (KNOTS)



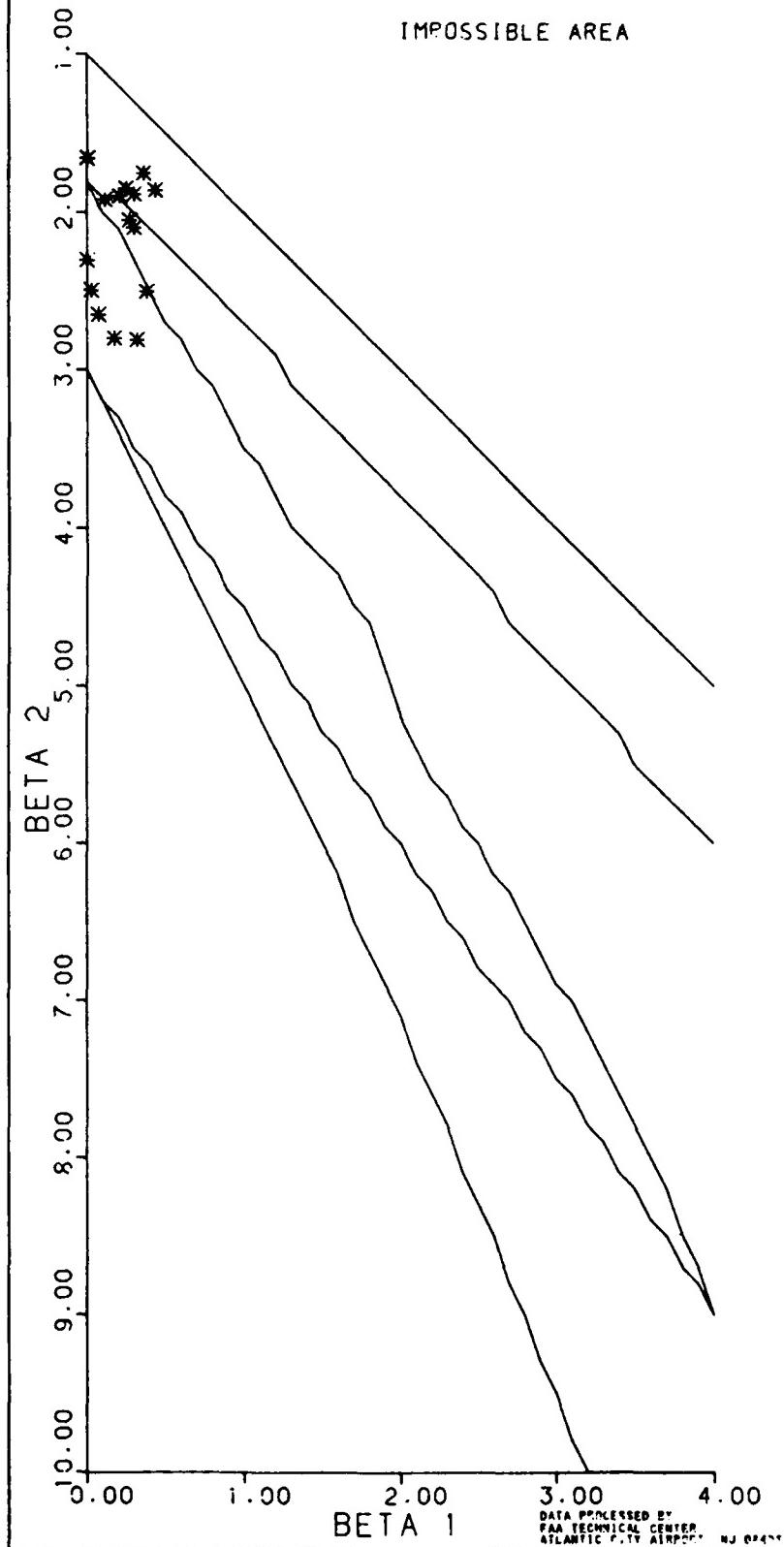
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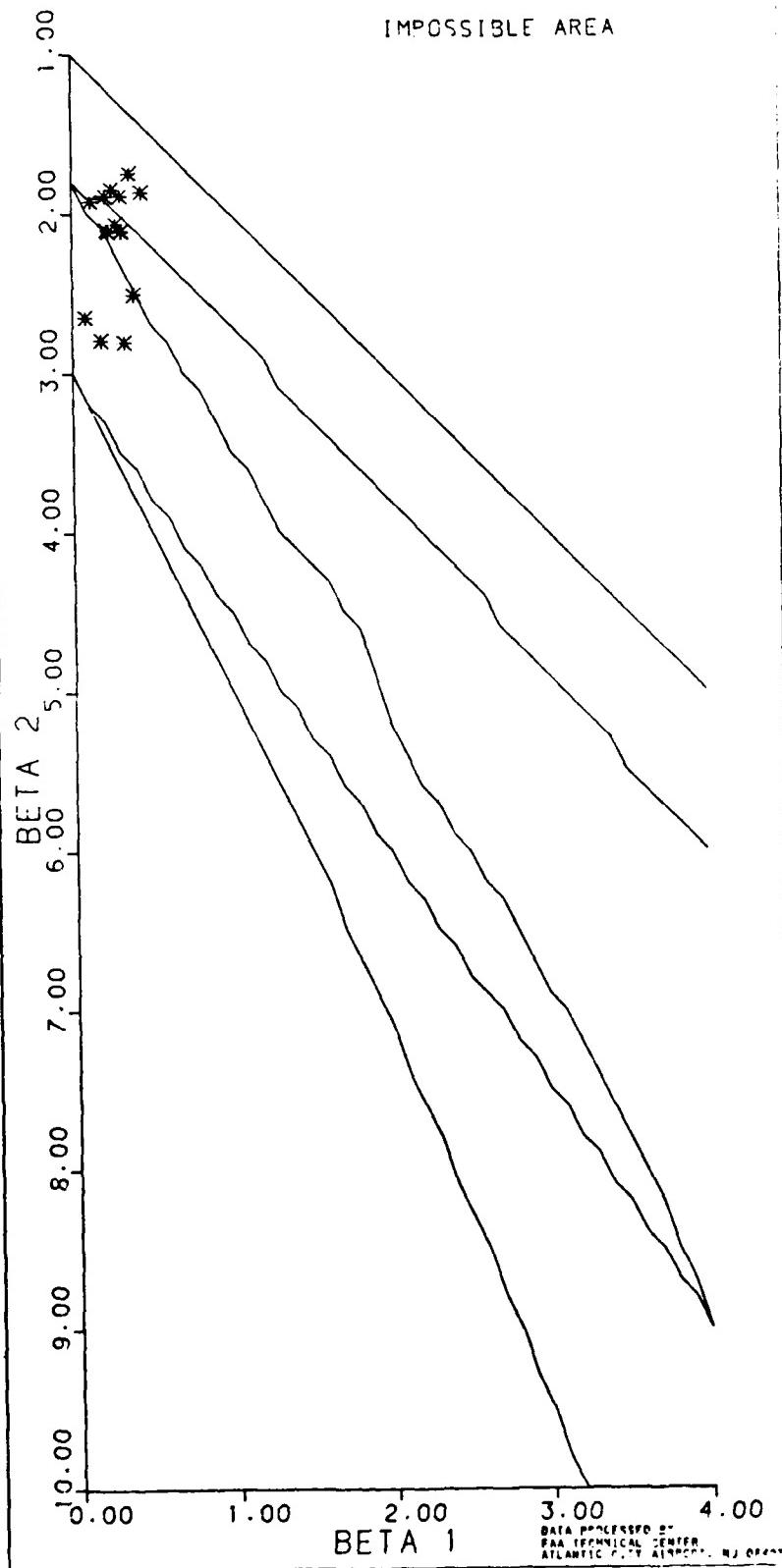
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ANGULAR ERROR (DEG)



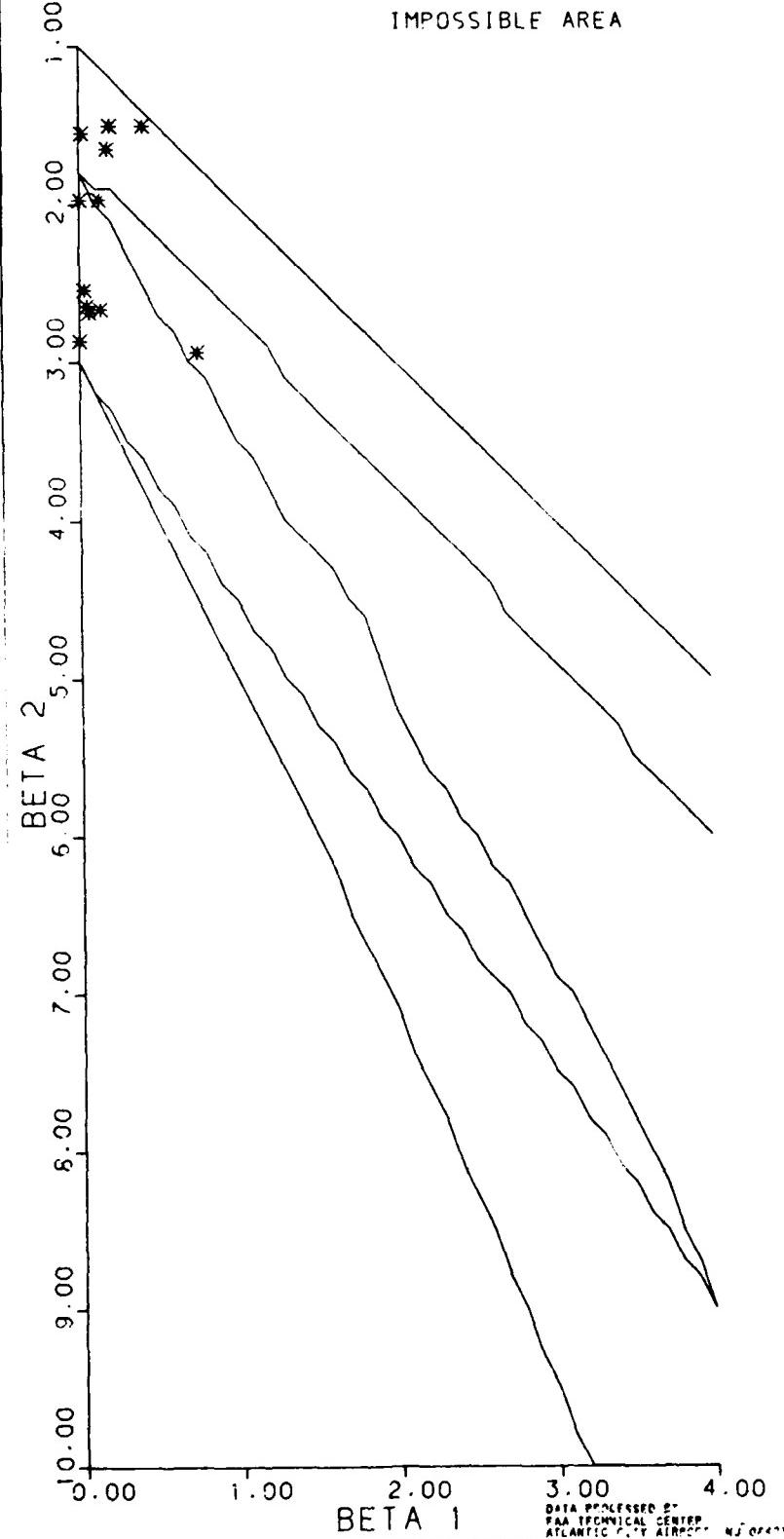
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ALTITUDE ERROR (FT)



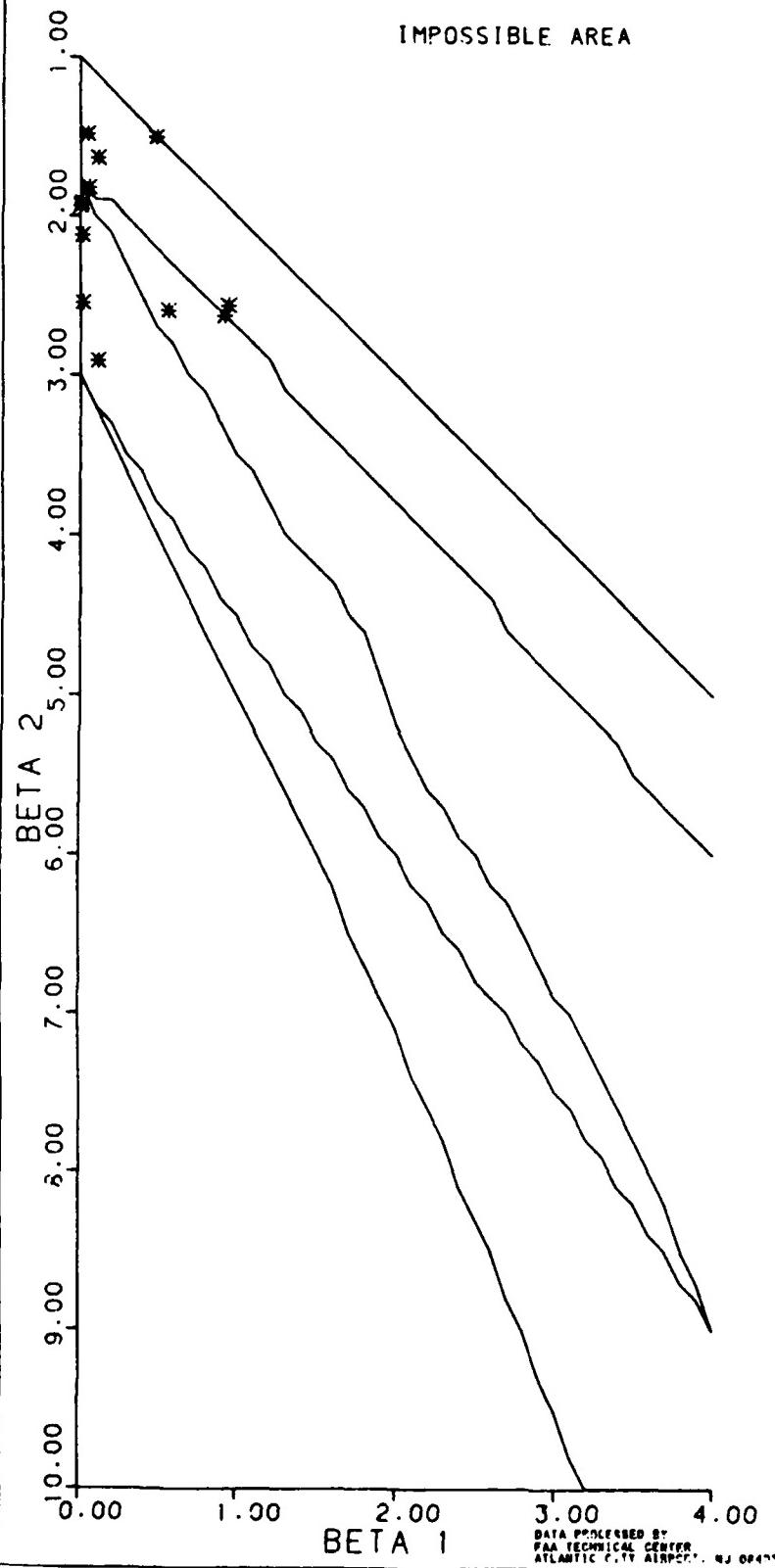
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ANGULAR POSITION (DEG)



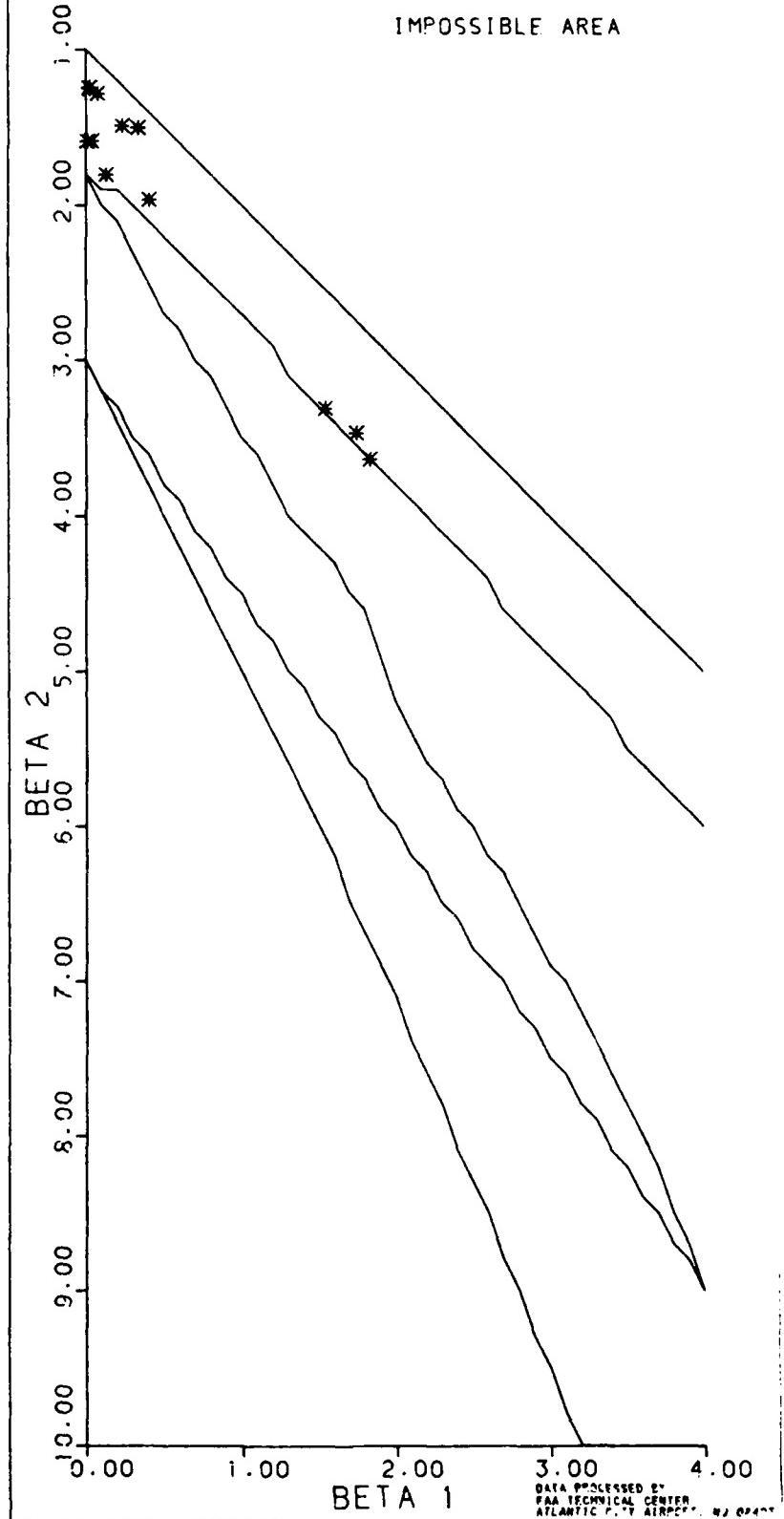
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10.00 DEGREE CURVED APPROACHES  
CROSSTRAK POSITION (FT)



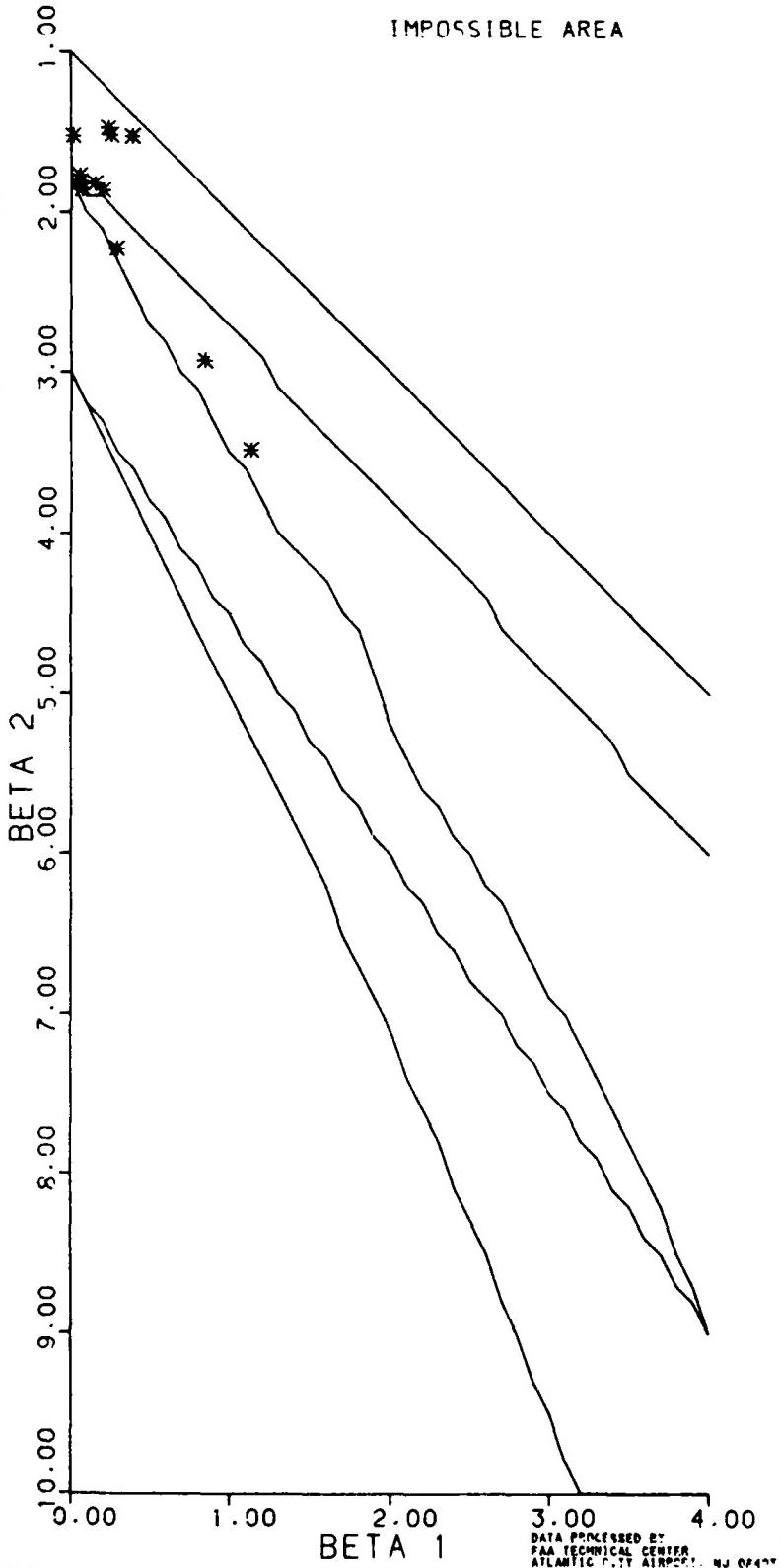
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ALTITUDE (FT)



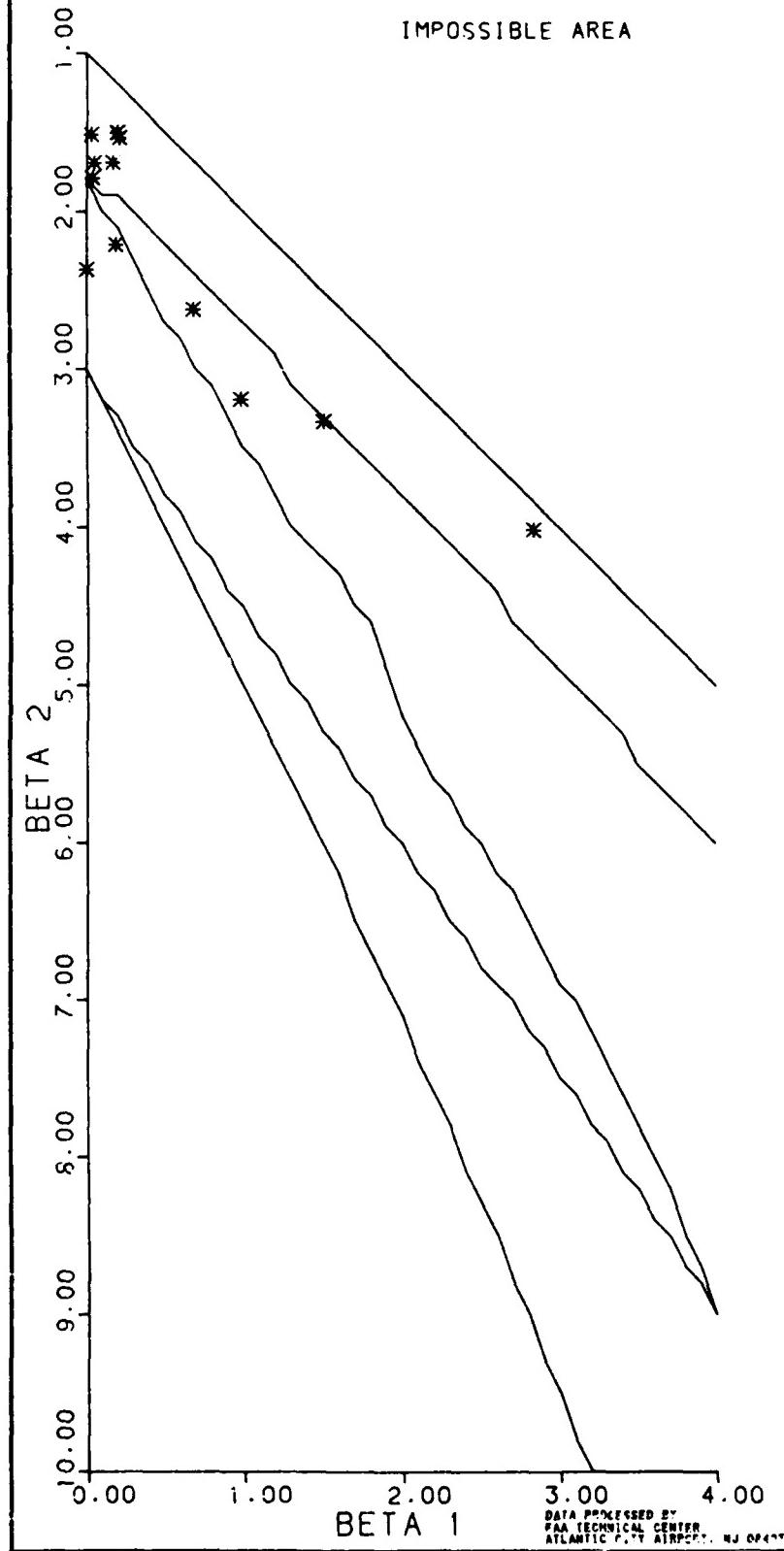
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10.00 DEGREE CURVED APPROACHES  
CROSSTRACK VELOCITY (FPM)



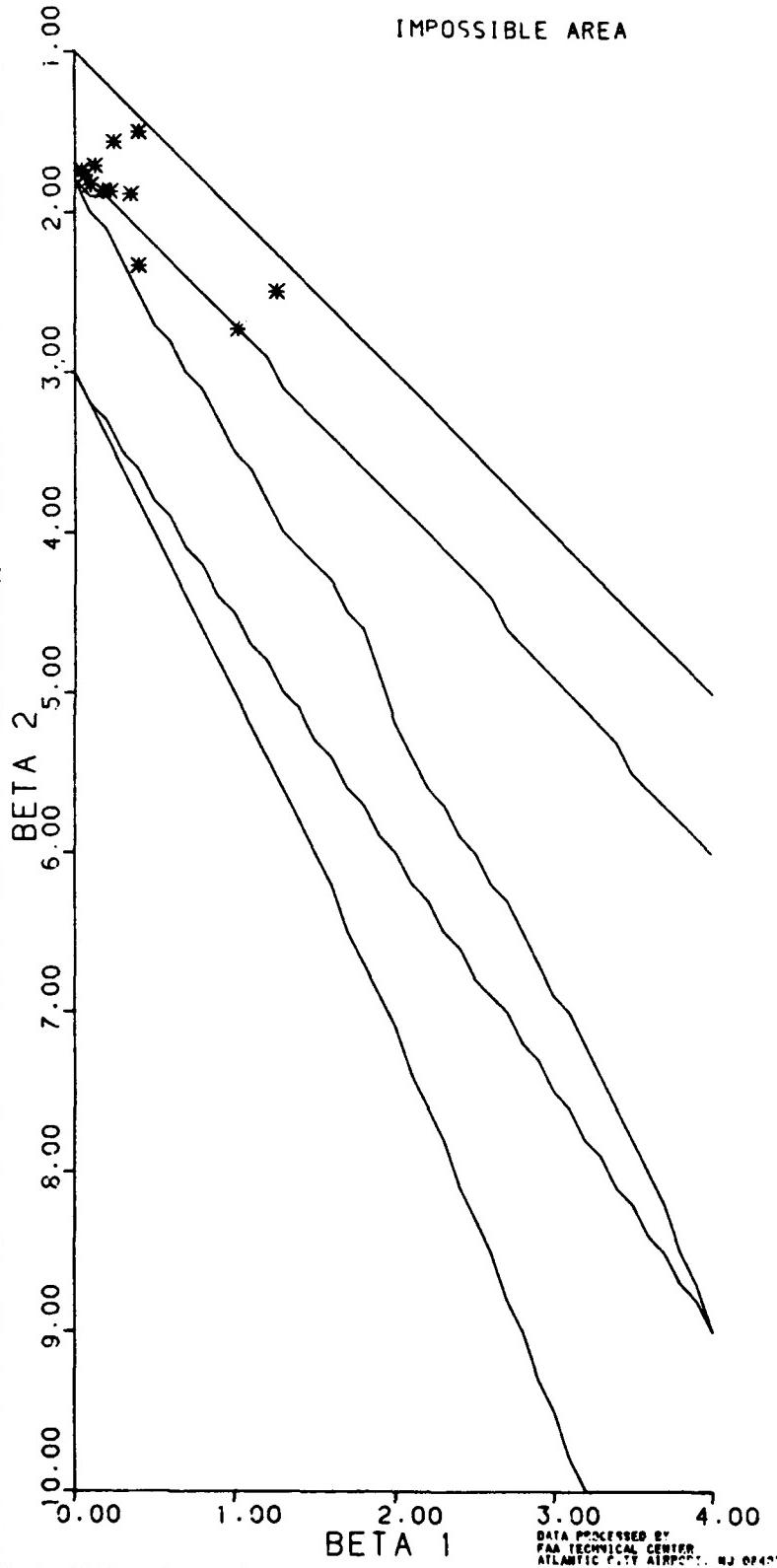
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10.00 DEGREE CURVED APPROACHES  
ALONGTRACK VELOCITY (FPM)



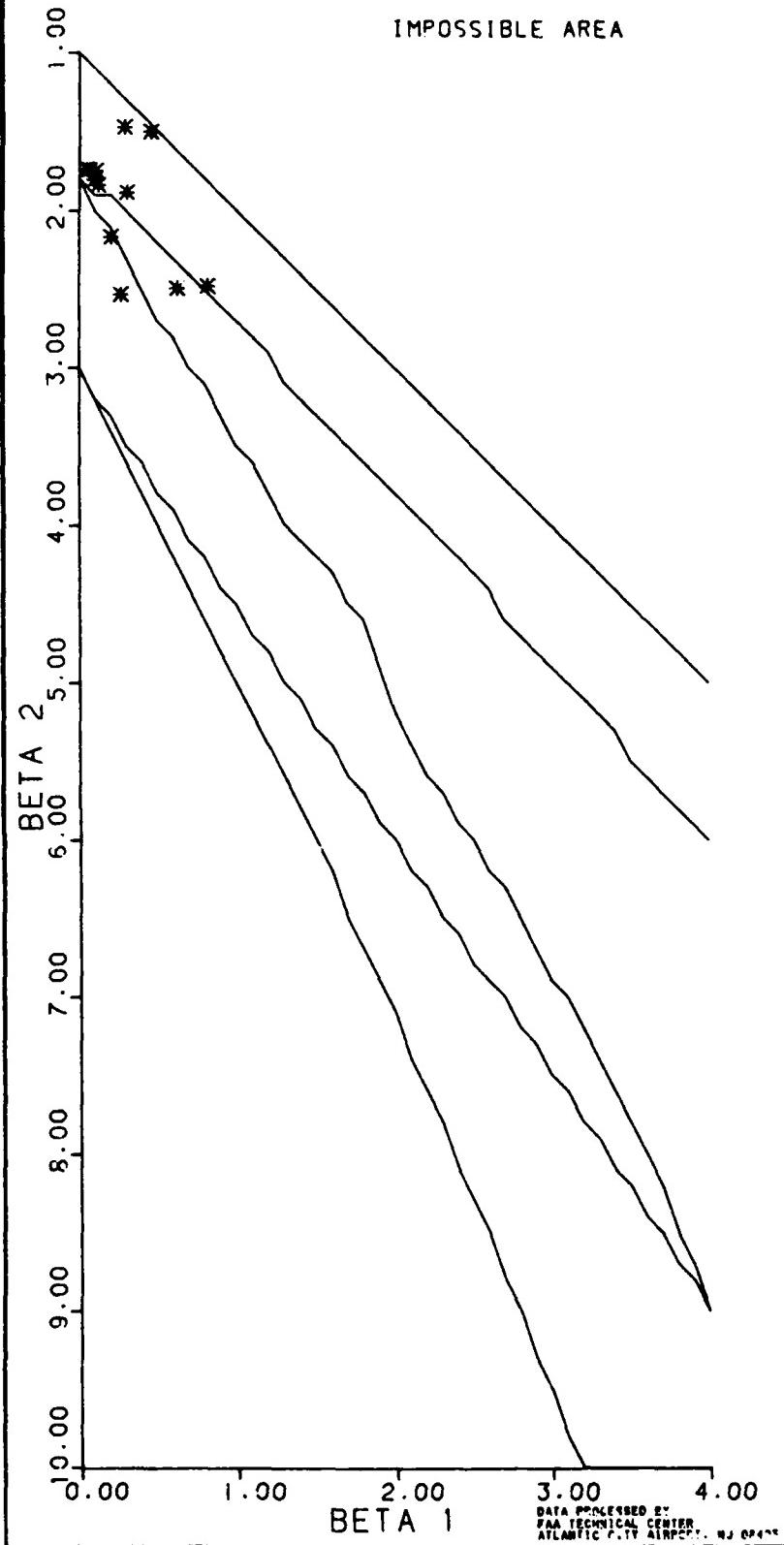
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10.00 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM)



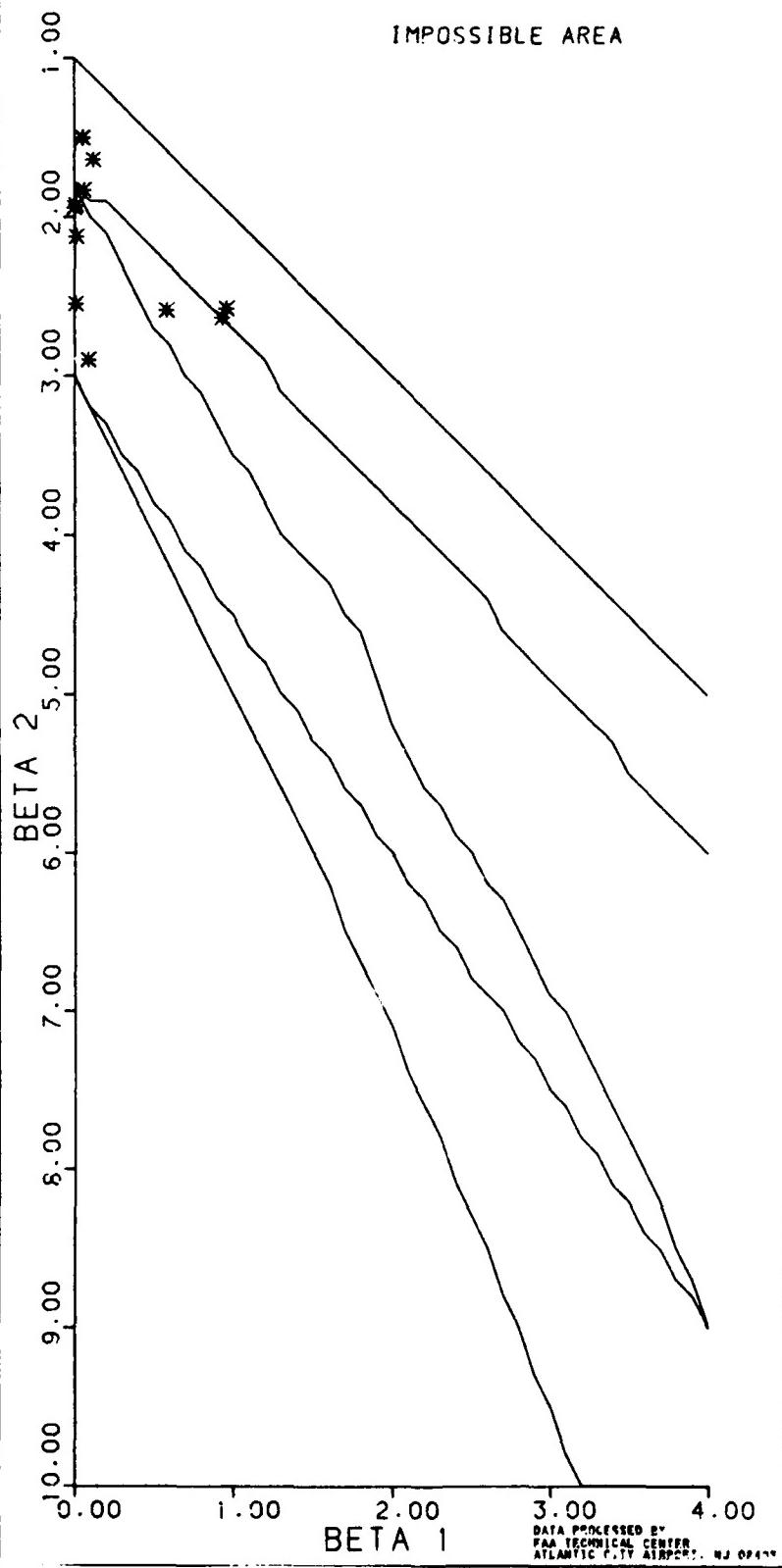
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GROUNDSPEED (KNOTS)



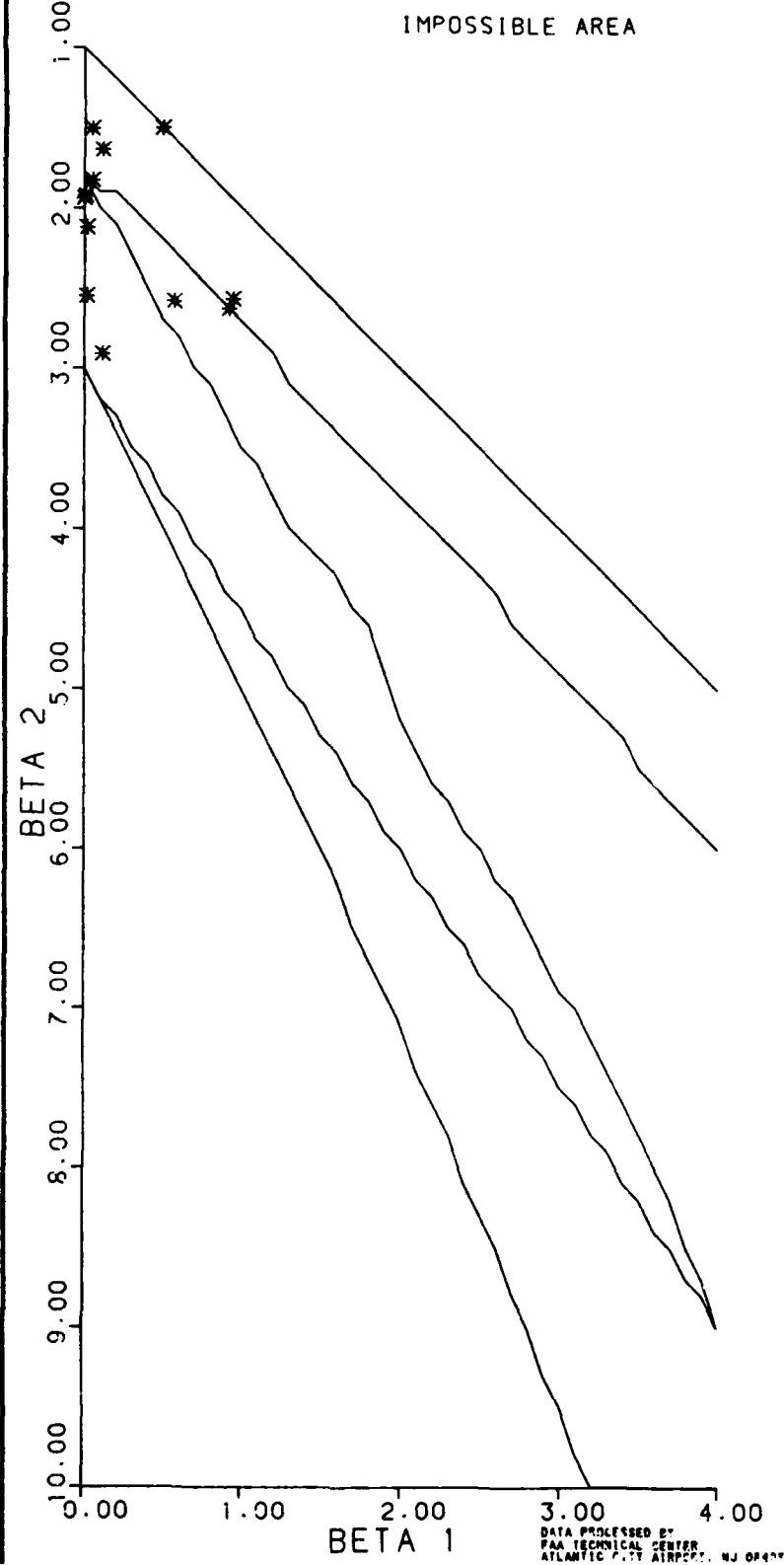
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ALONGPATH SPEED (KNOTS)



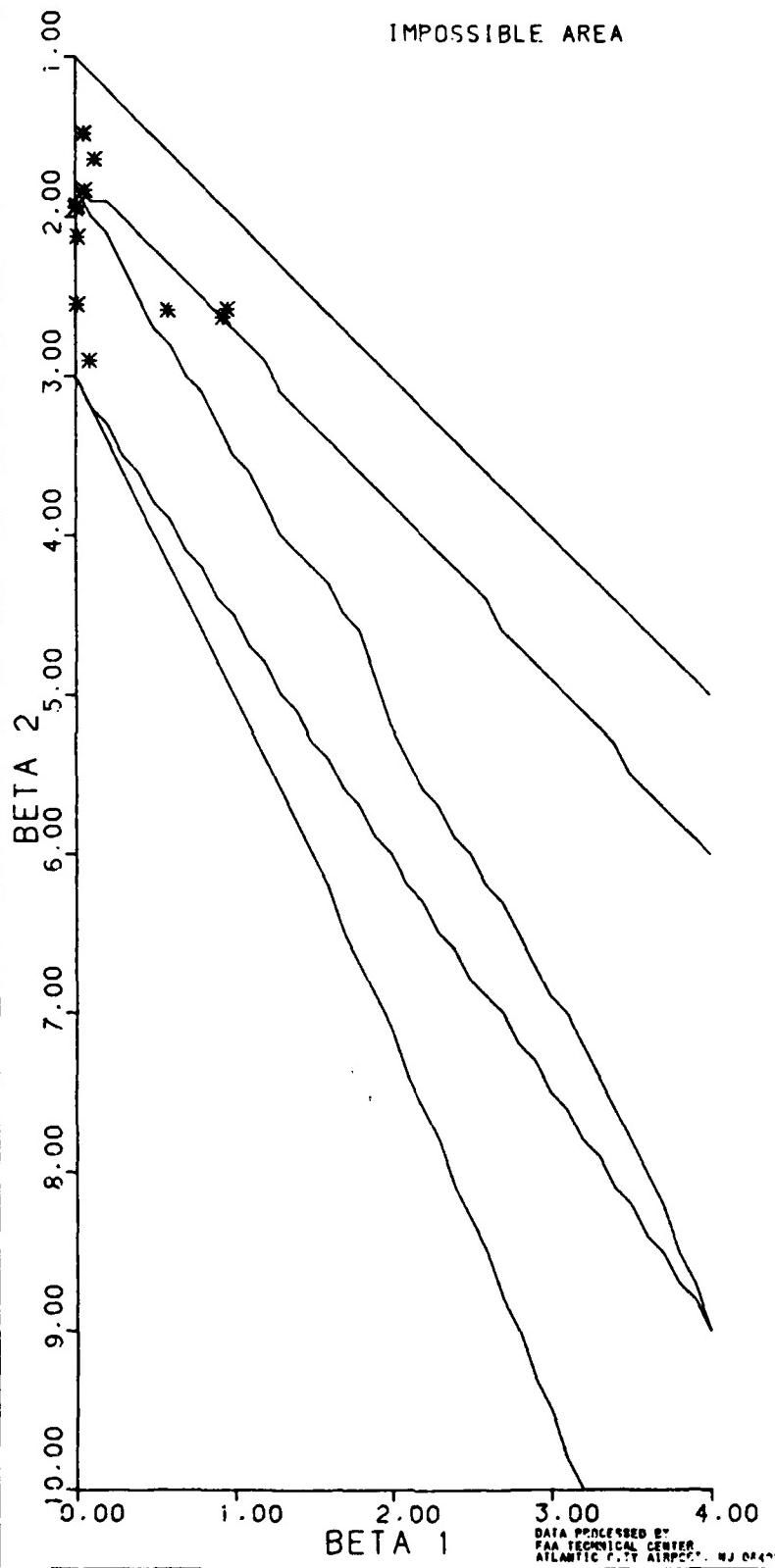
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ANGULAR ERROR (DEG)



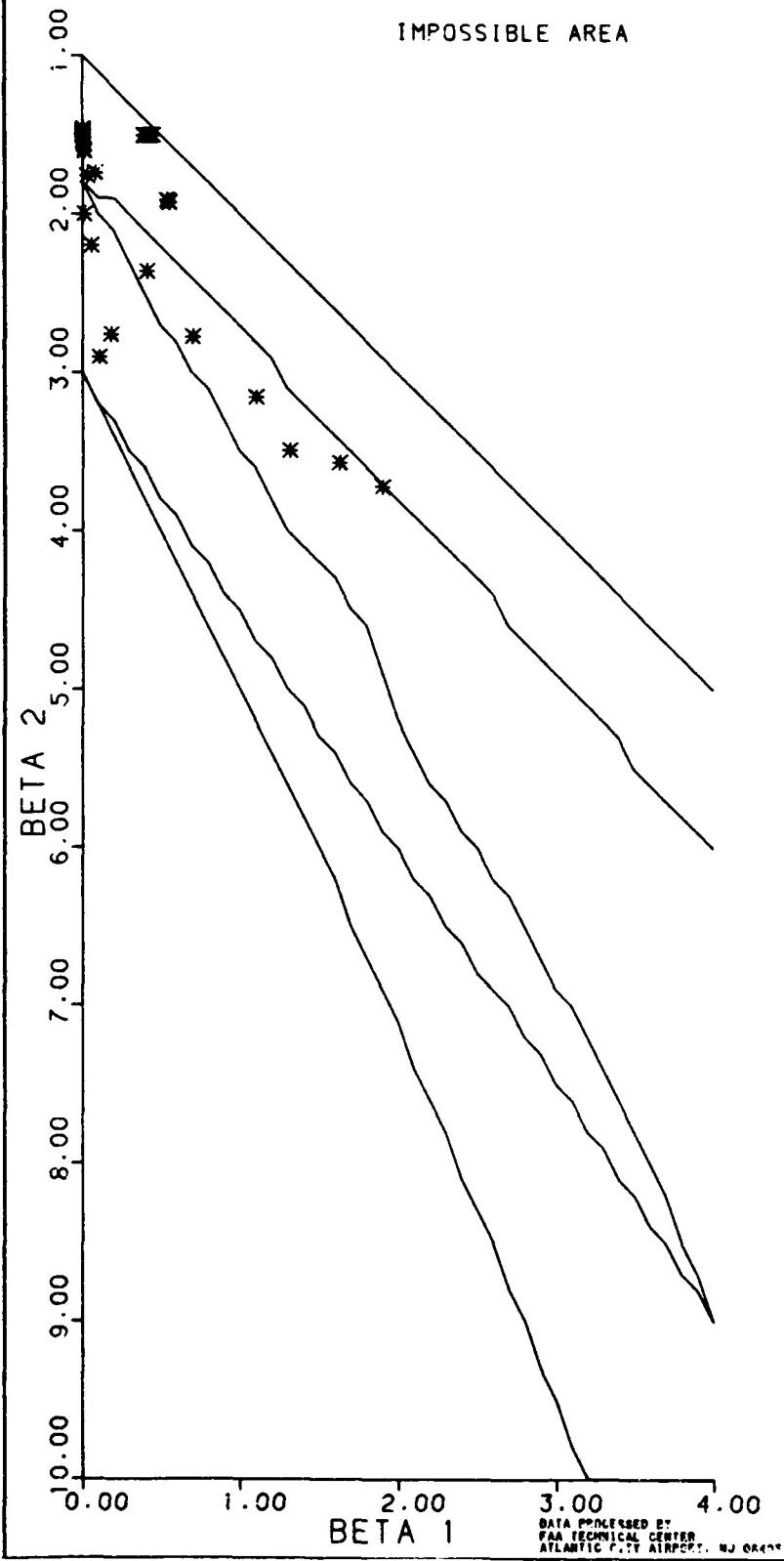
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ALTITUDE ERROR (FT)



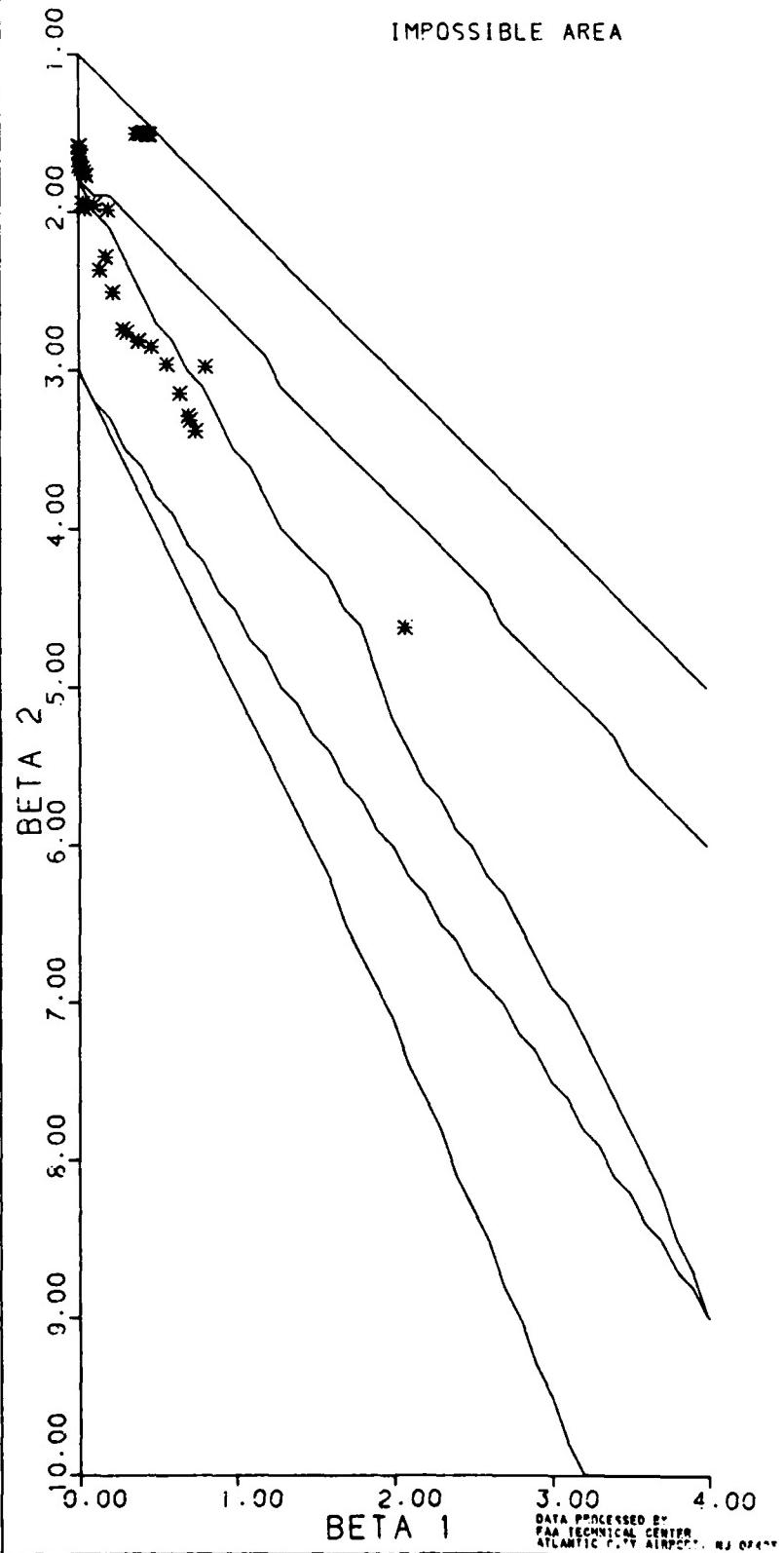
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ANGULAR POSITION (DEG)



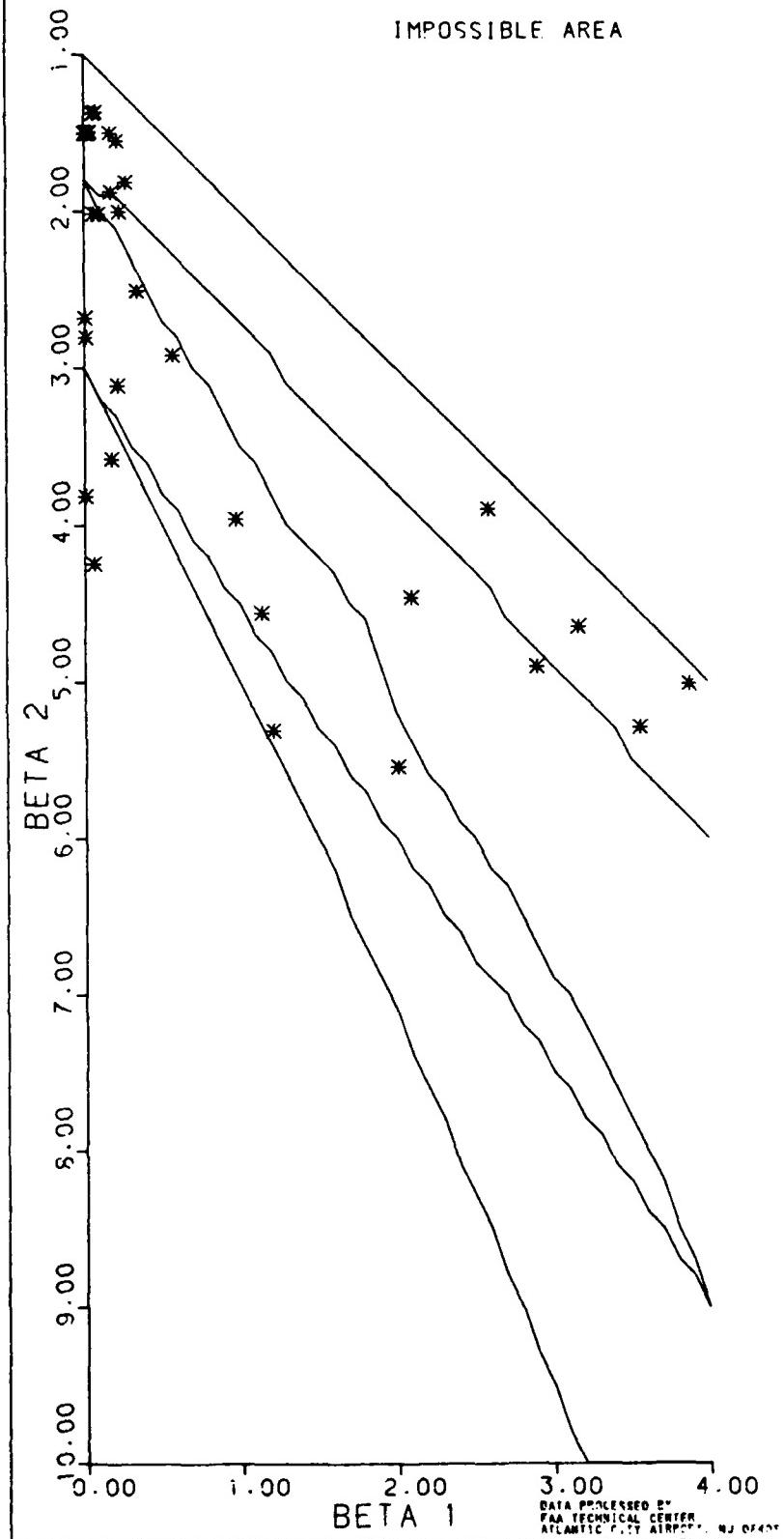
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7.125 DEGREE STRAIGHT OUT DEPARTURES  
CROSSTRACK POSITION (FT)



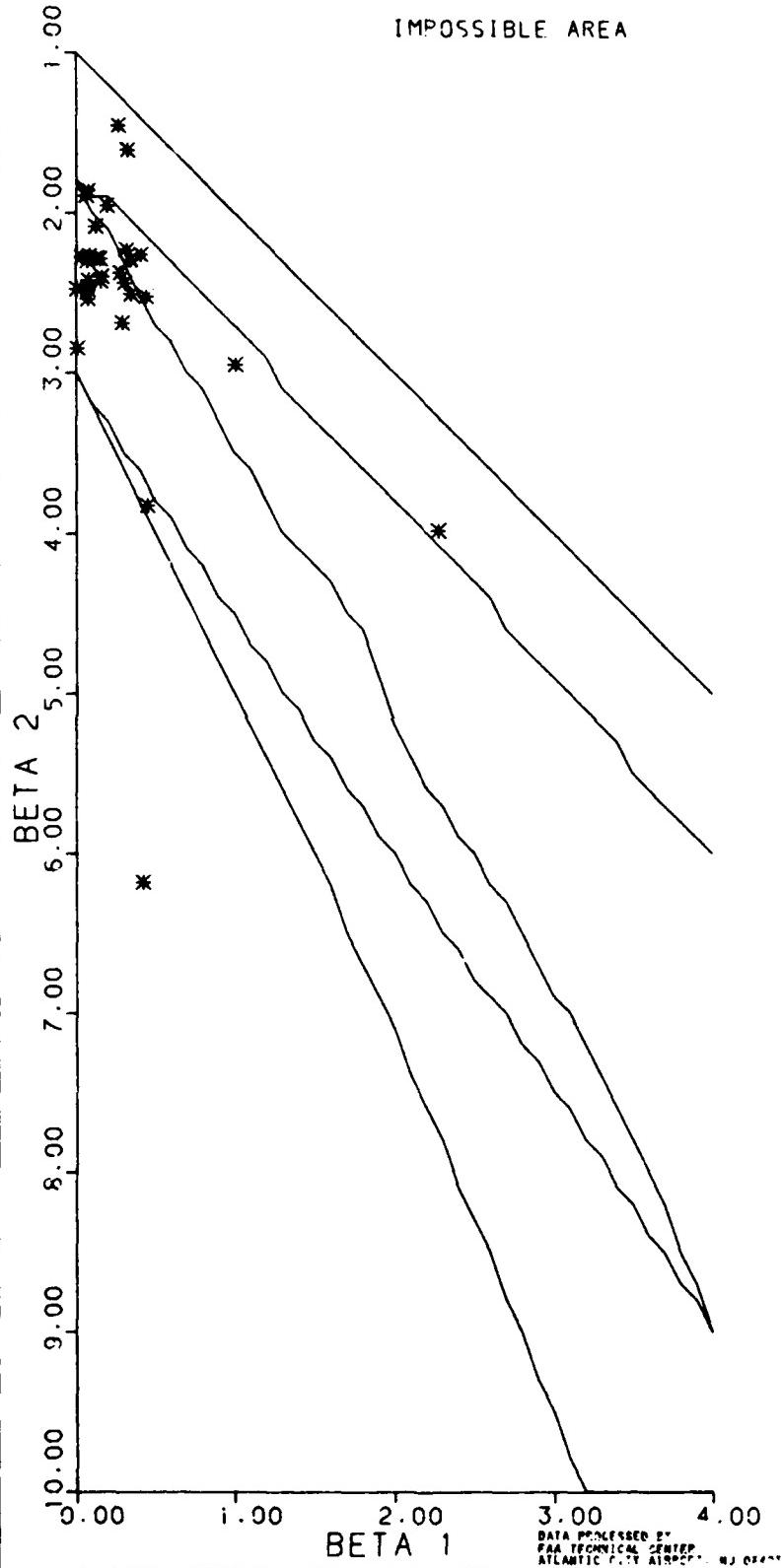
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7.125 DEGREE STRAIGHT OUT DEPARTURES  
ALTITUDE (FT)



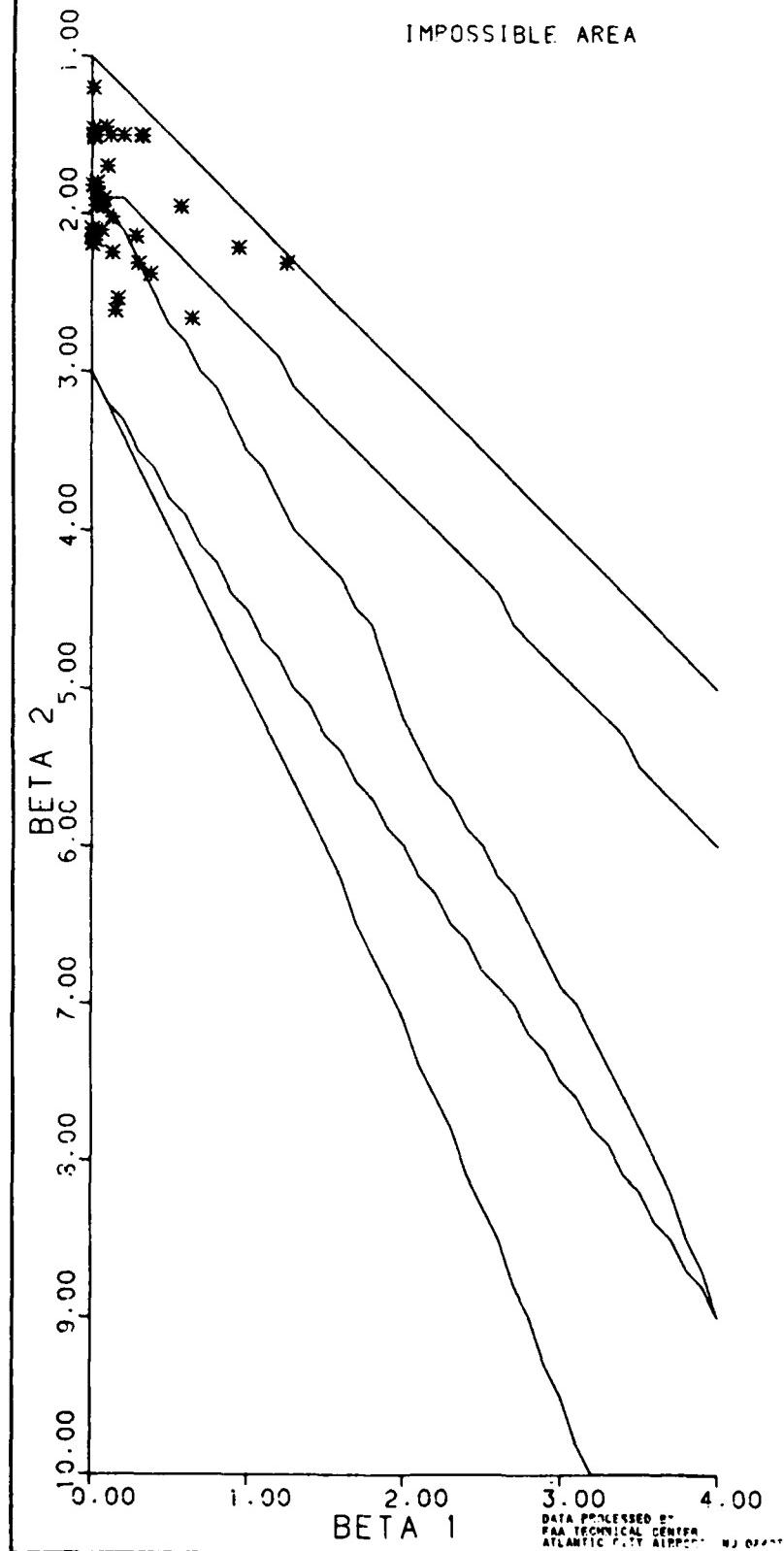
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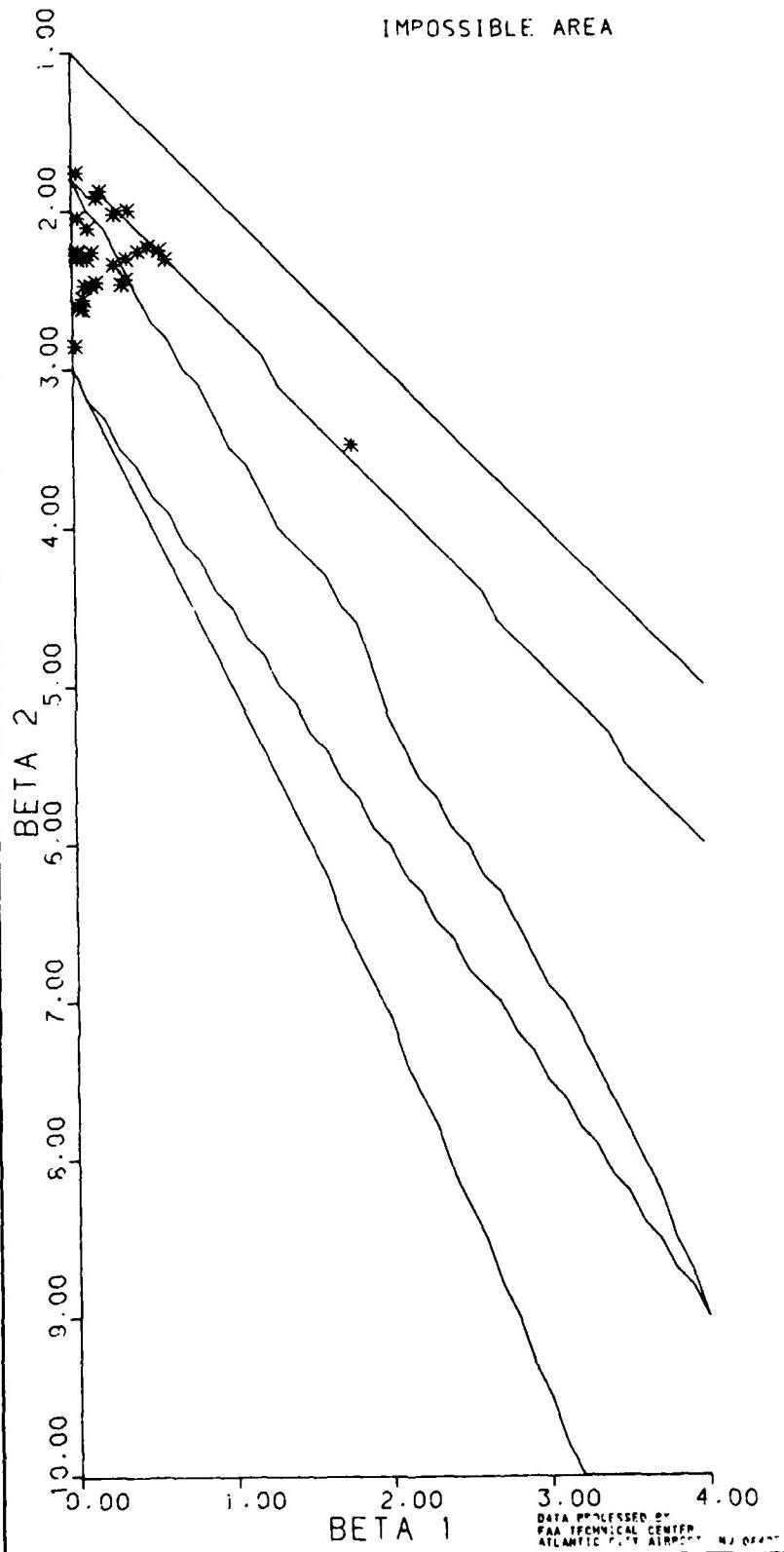
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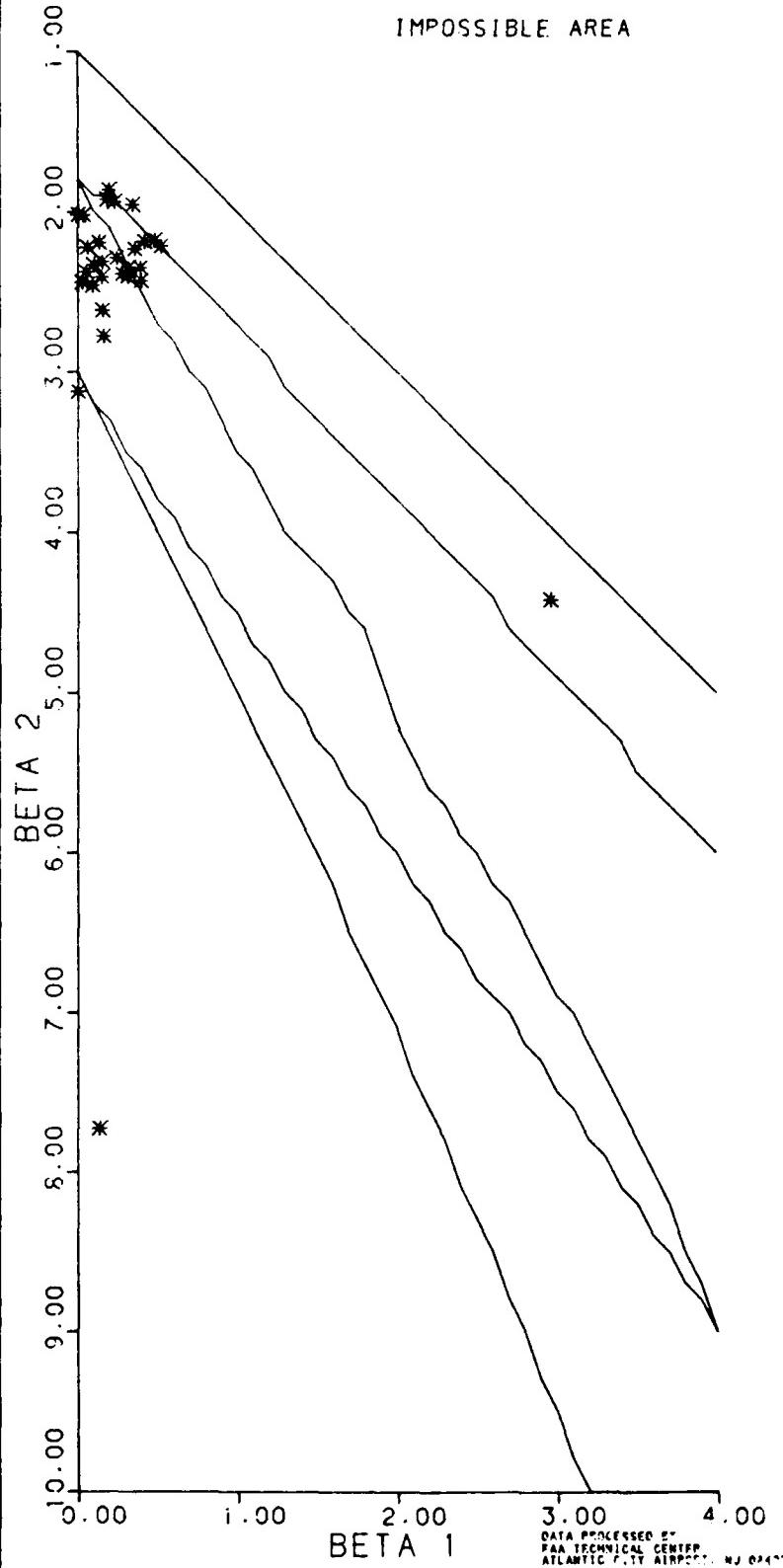
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VERTICAL VELOCITY (FPM)



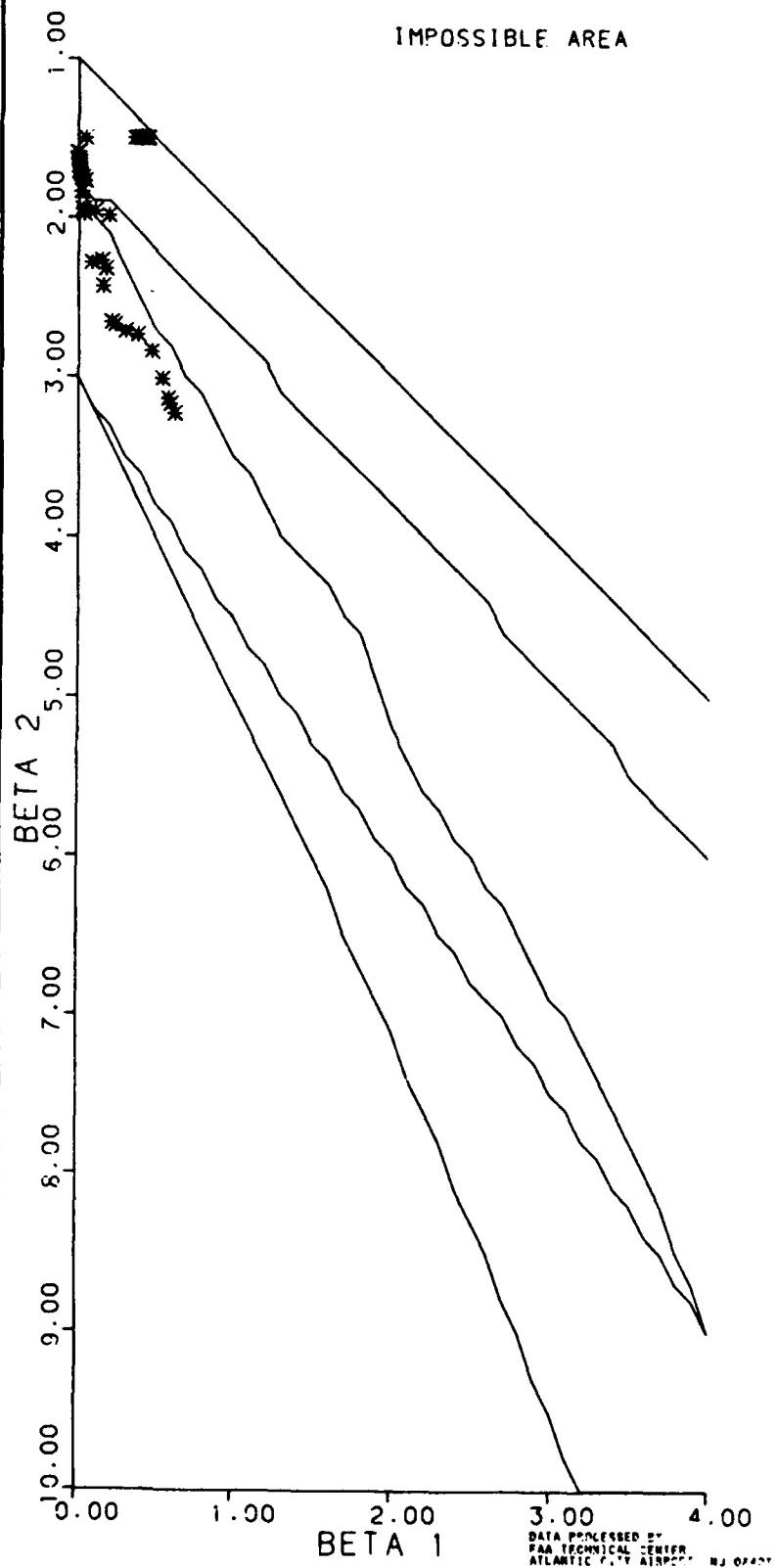
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GROUNDSPEED (KNOTS)



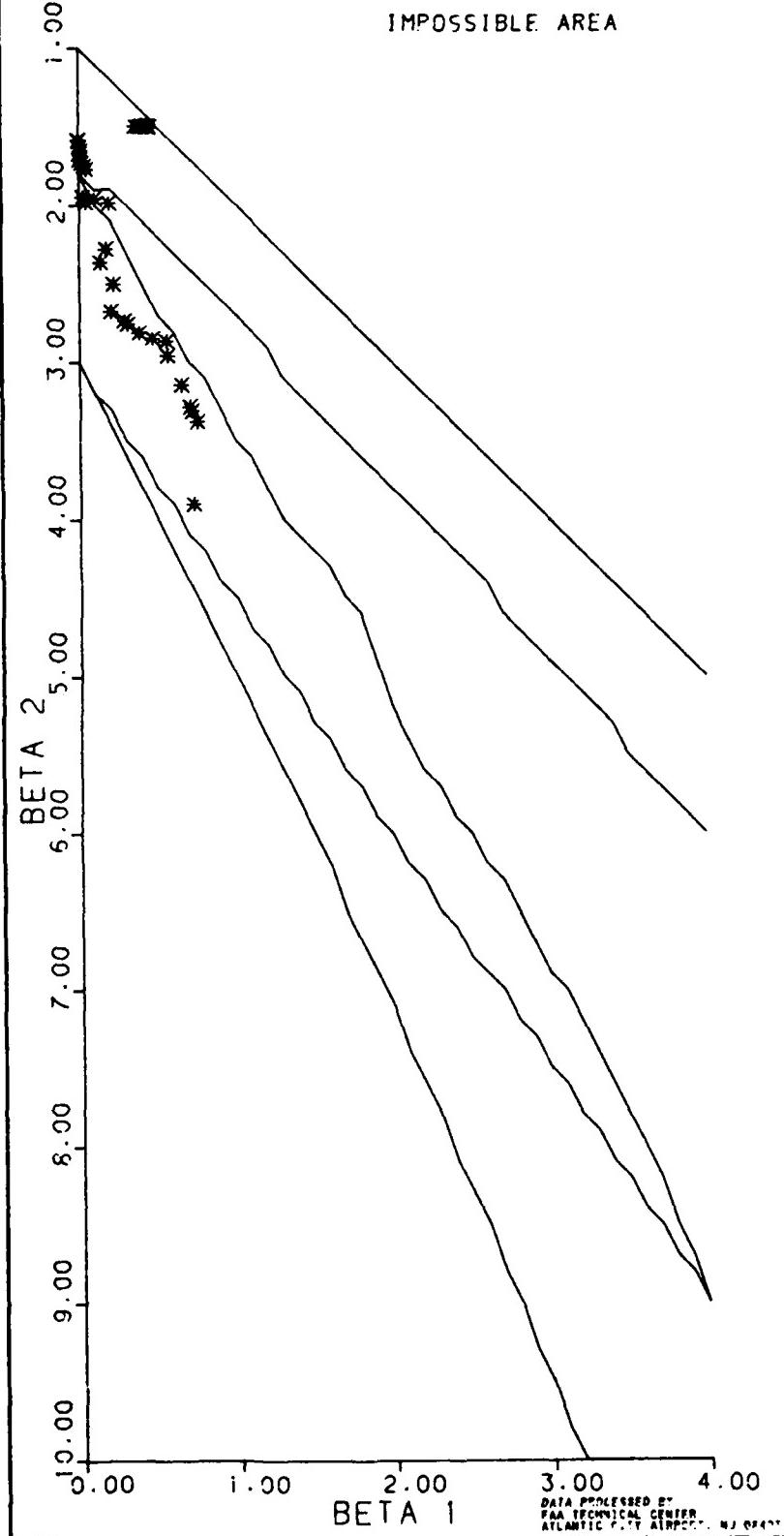
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ALONGPATH SPEED (KNOTS)



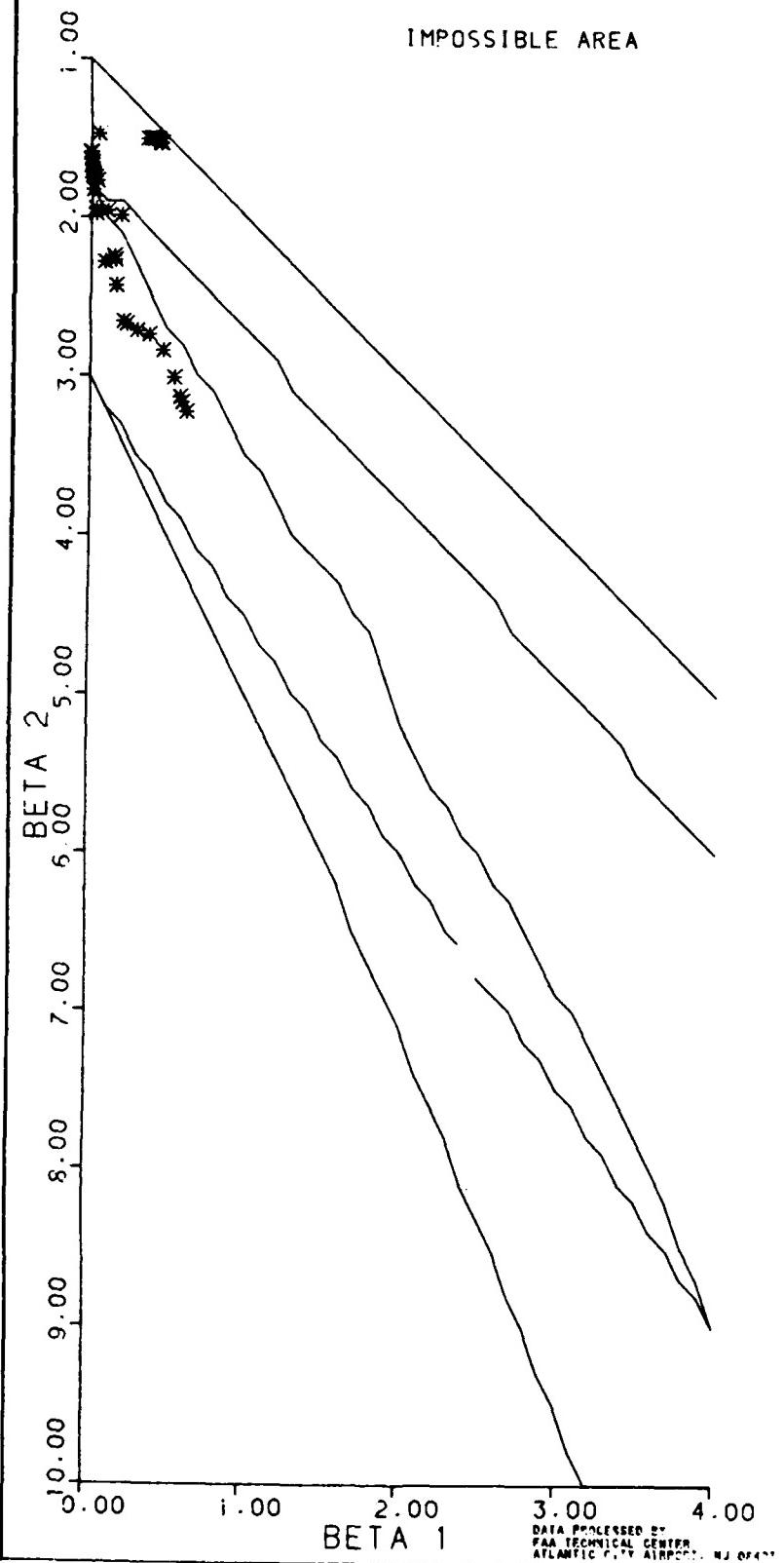
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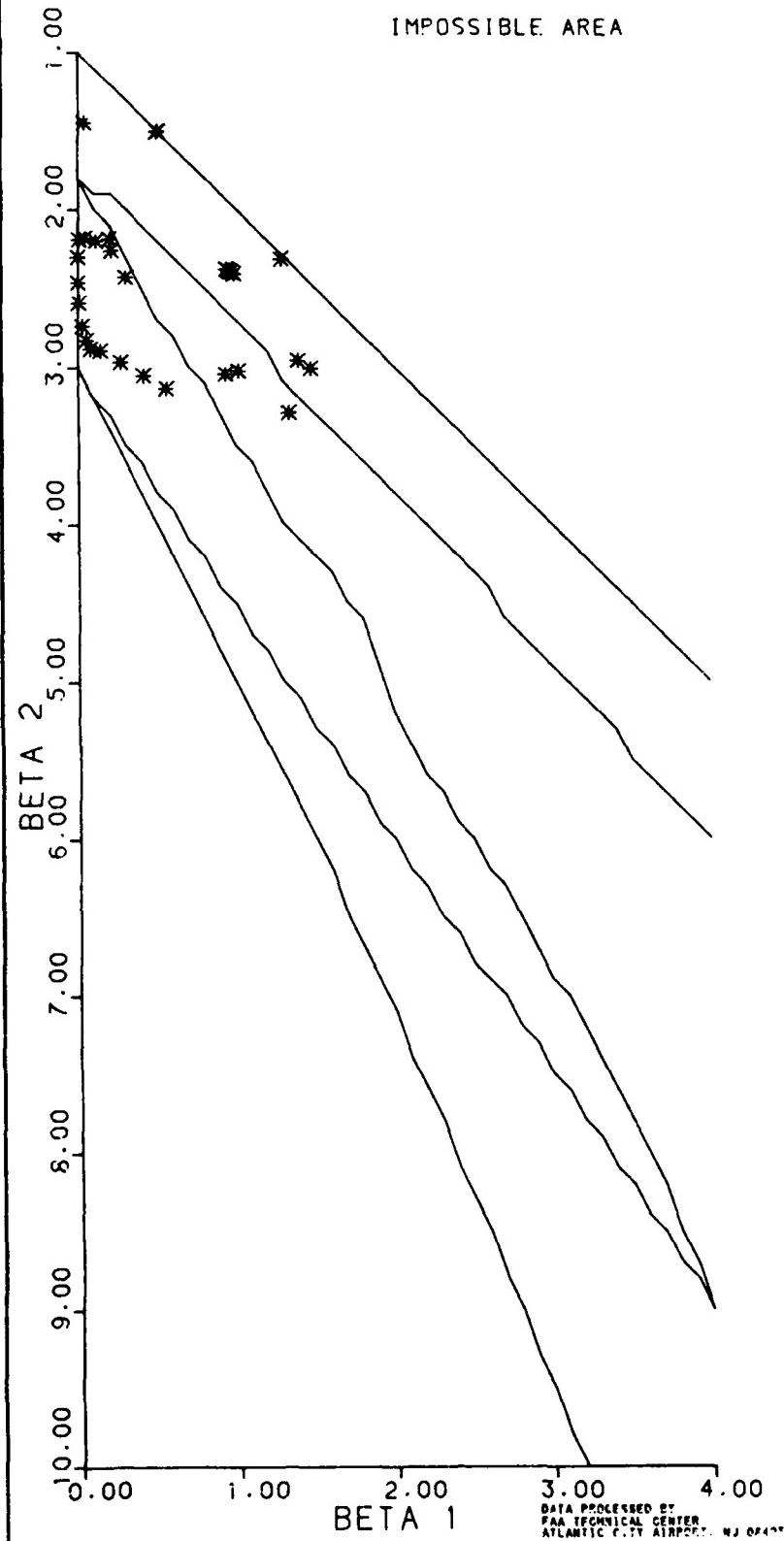
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ALTITUDE ERROR (FT)



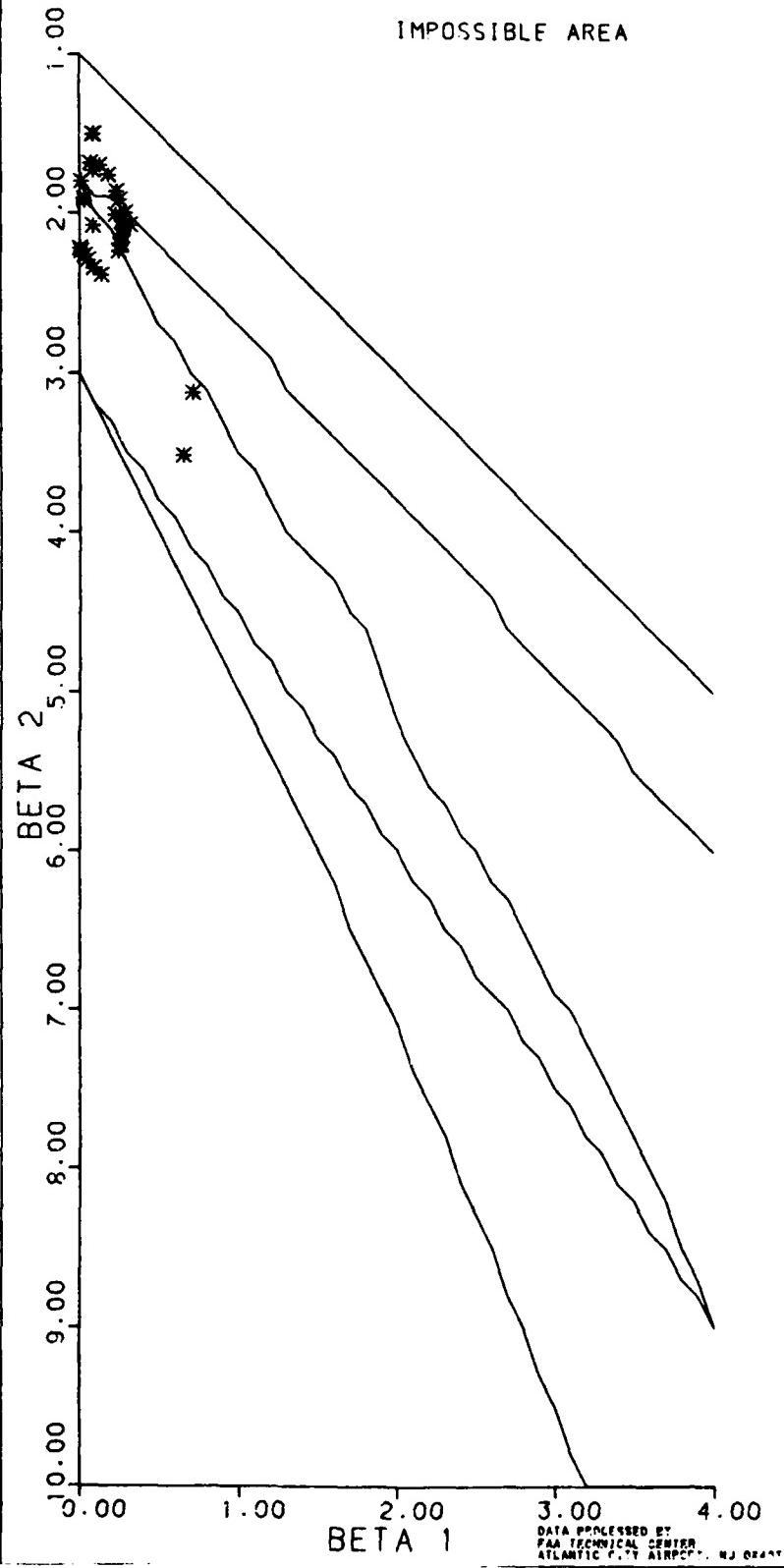
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ANGULAR POSITION (DEG)



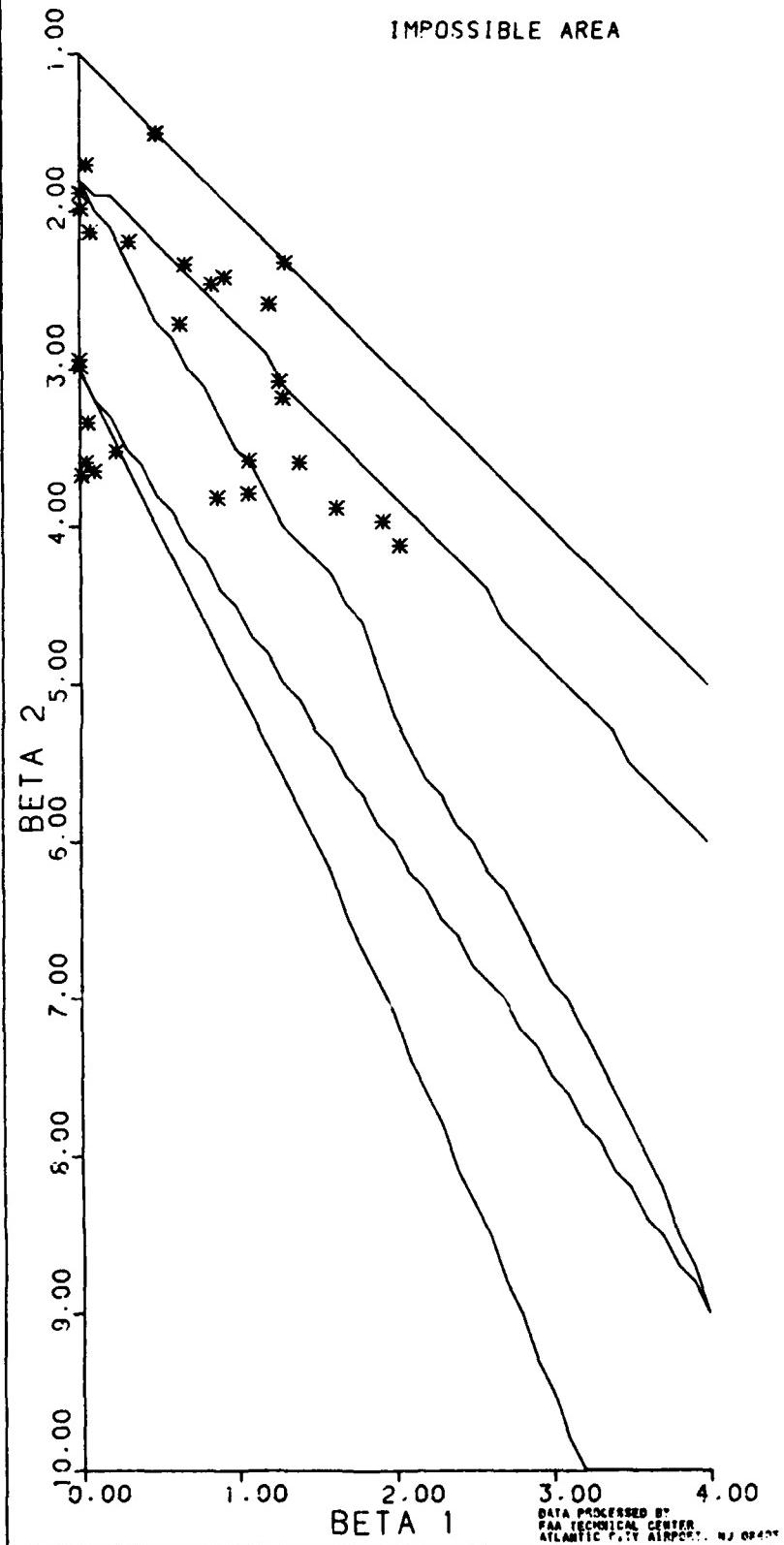
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CROSSTRAK POSITION (FT)



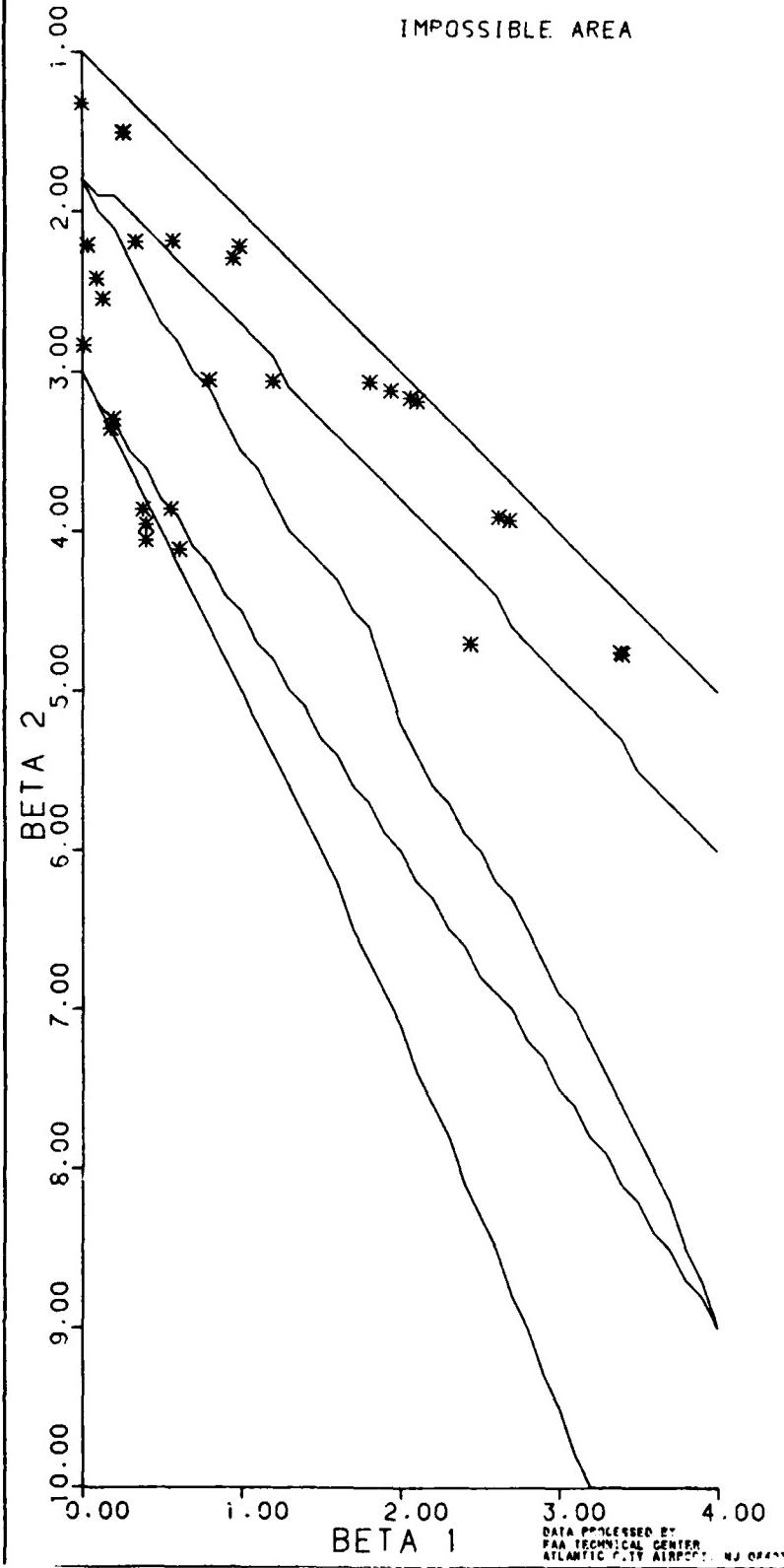
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10.00 DEGREE STRAIGHT OUT DEPARTURES  
ALTITUDE (FT)



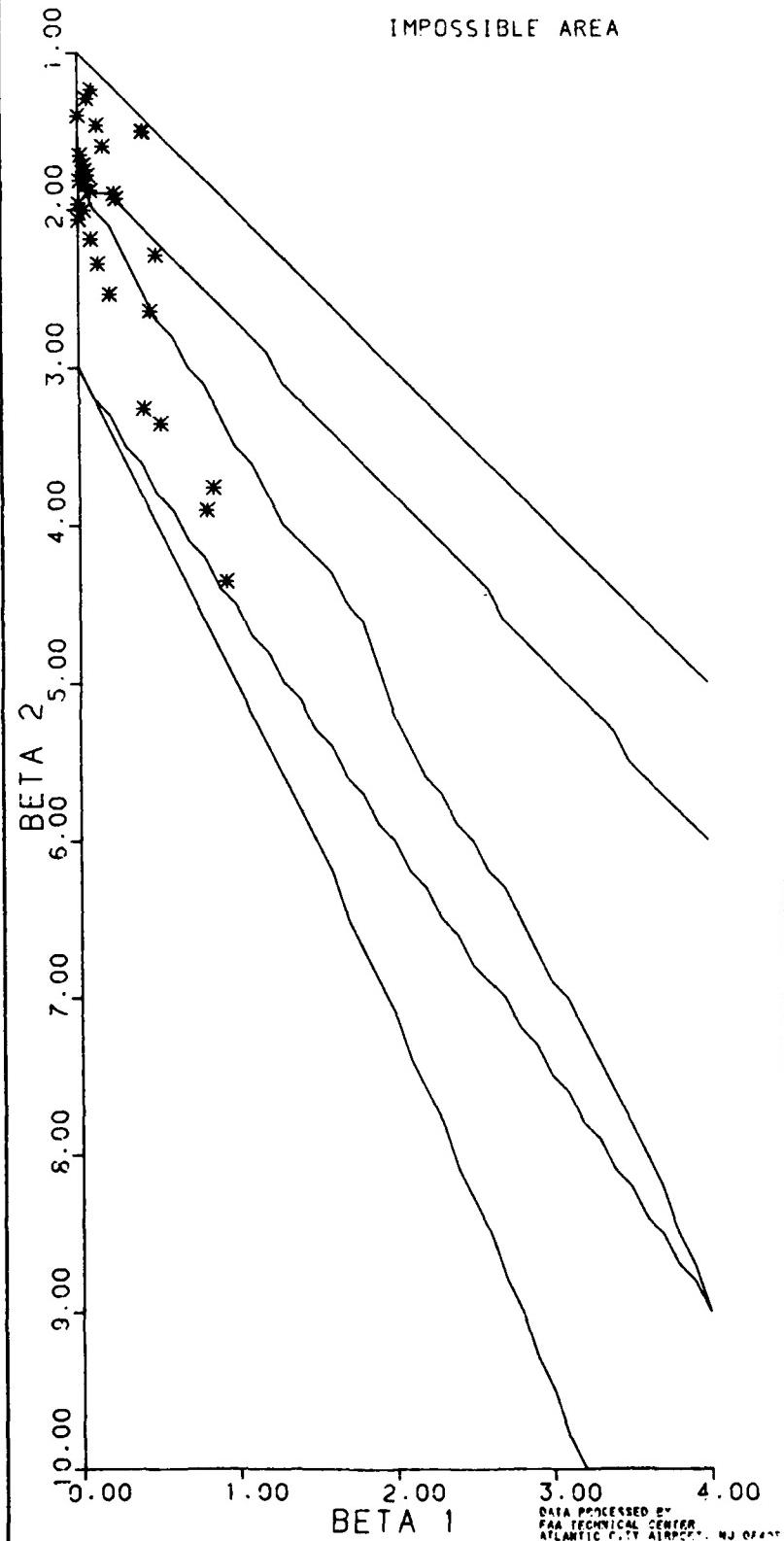
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CROSSTRAK VELOCITY (FPM)



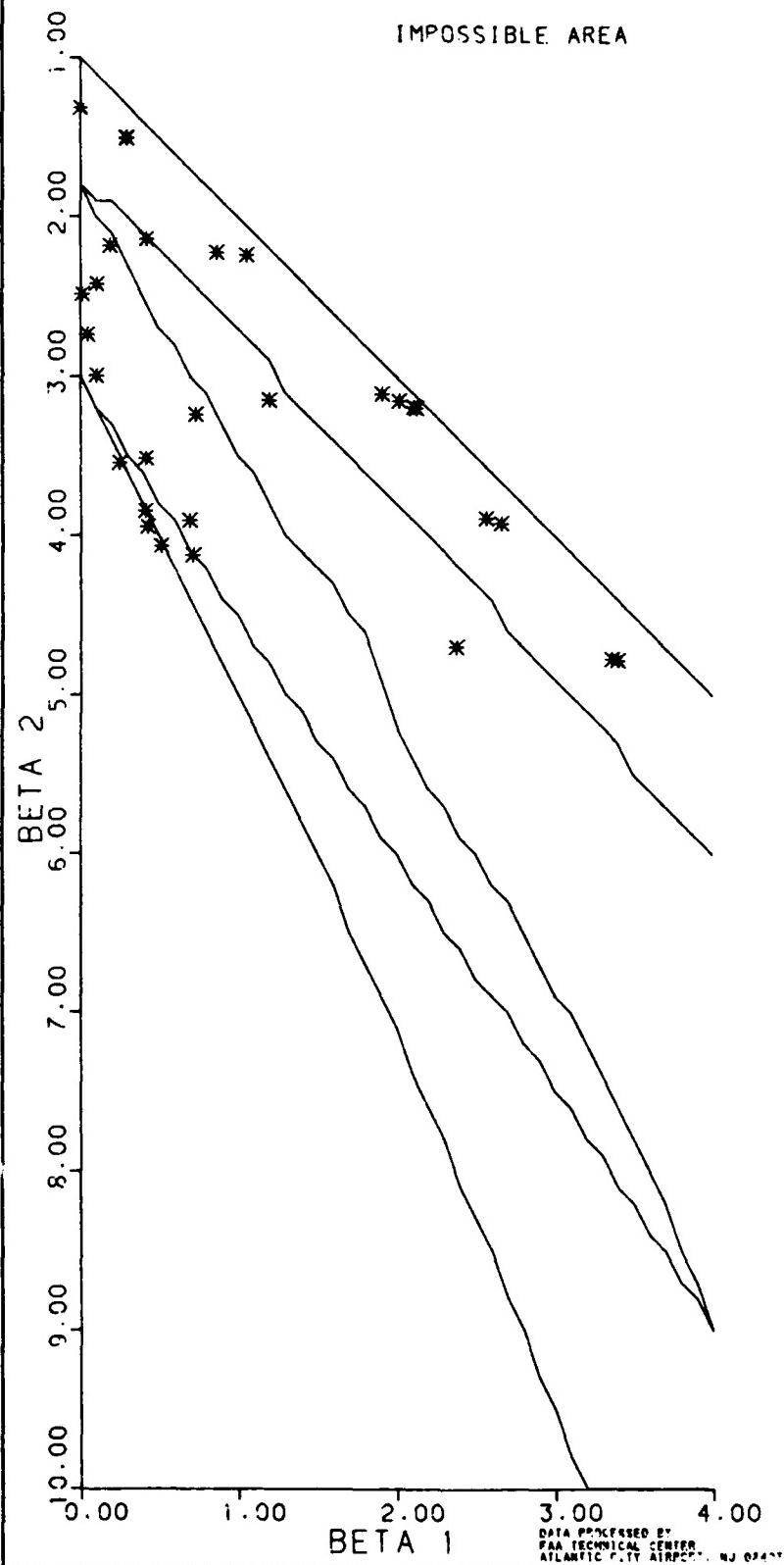
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ALONGTRACK VELOCITY (FPM)



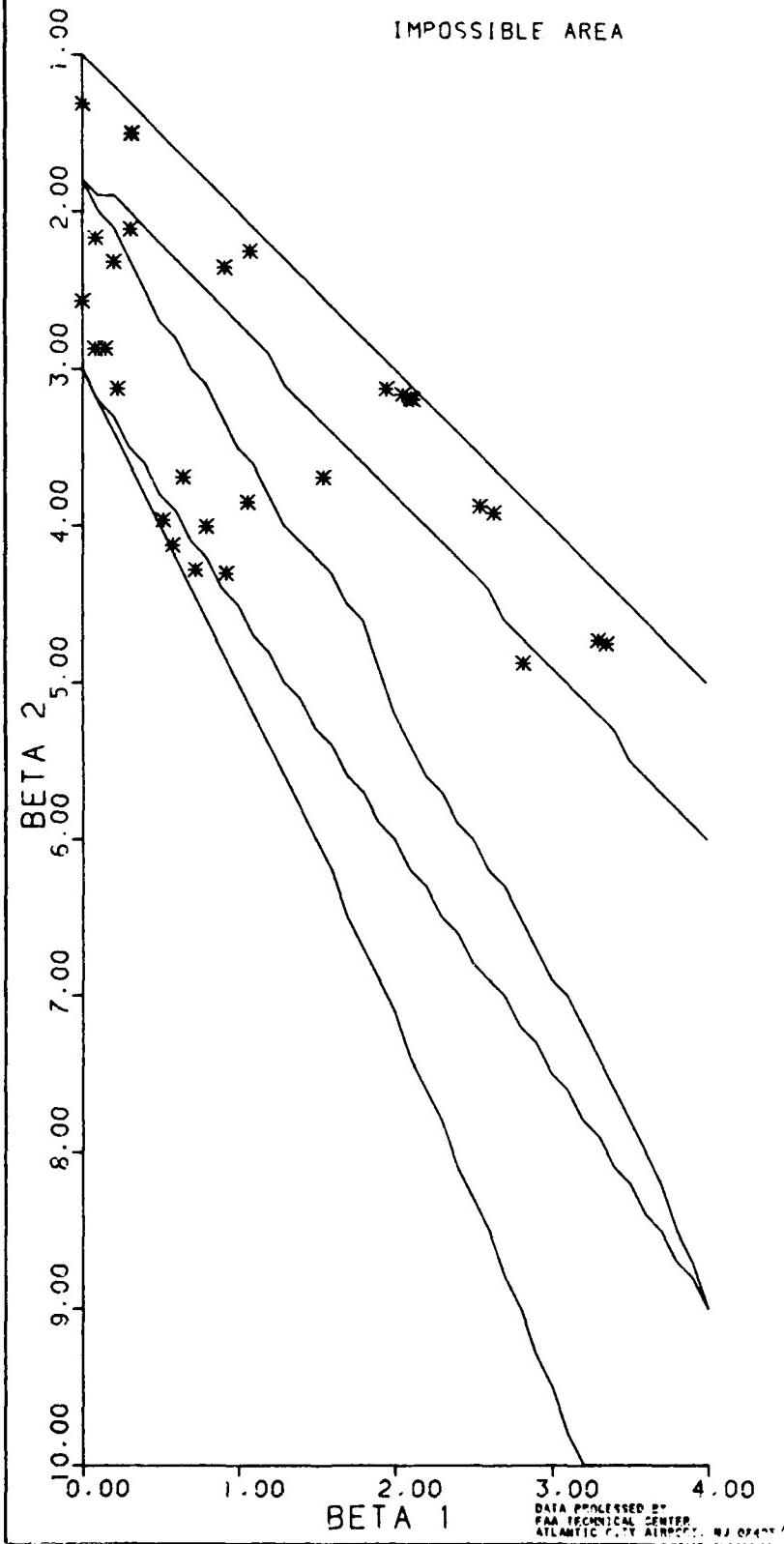
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VERTICAL VELOCITY (FPM)



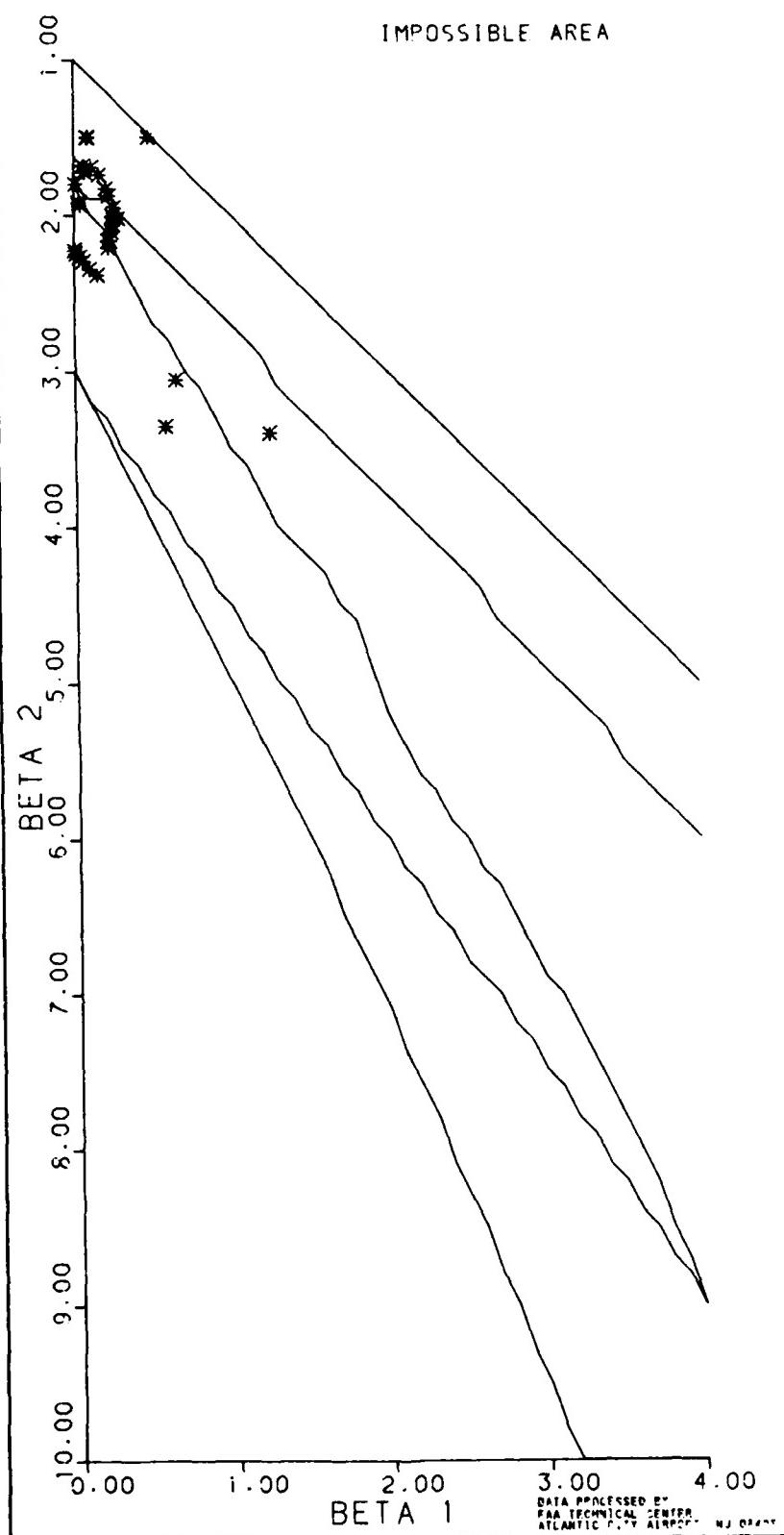
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GROUNDSPEED (KNOTS)



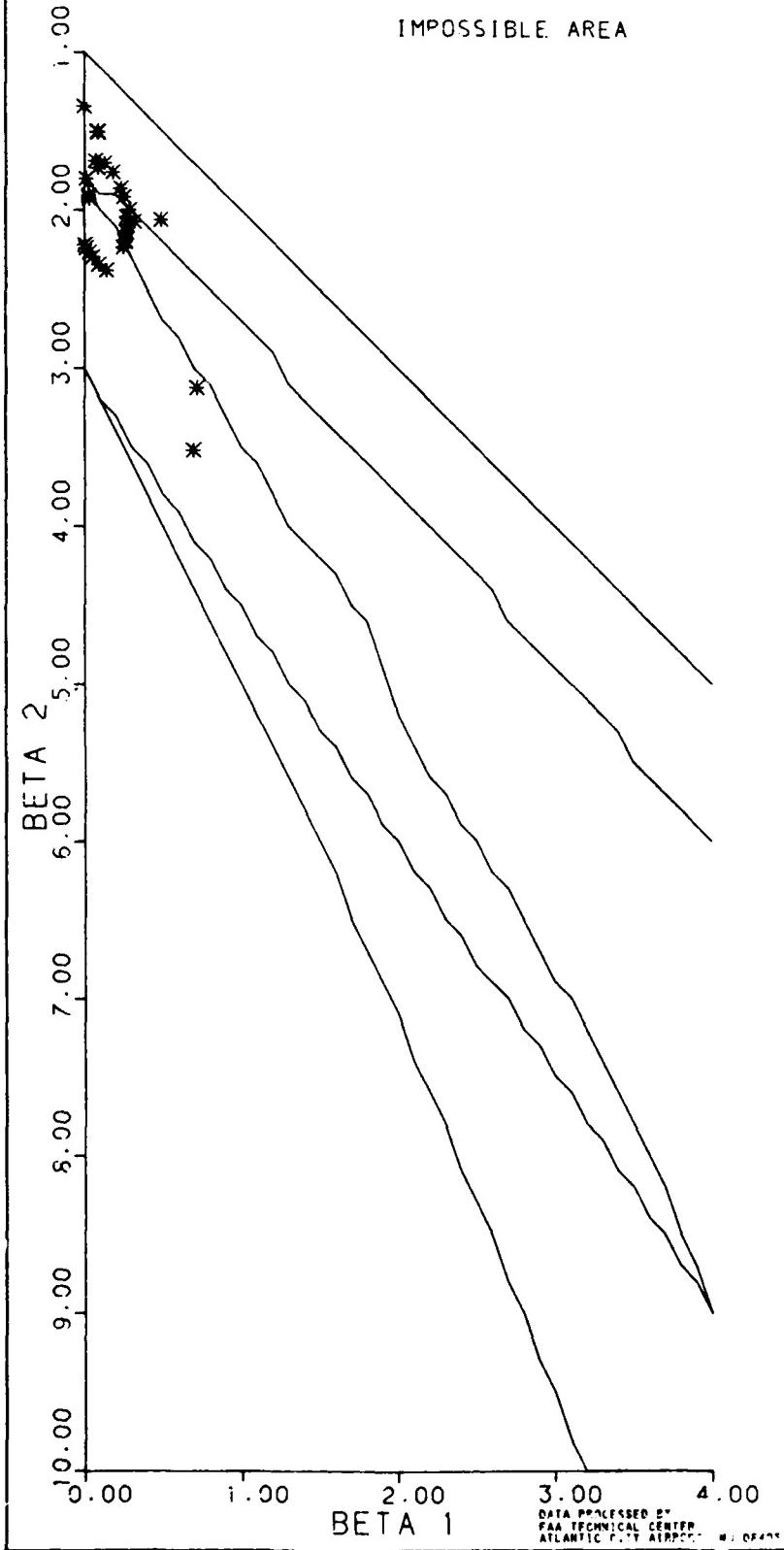
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ALONGPATH SPEED (KNOTS)



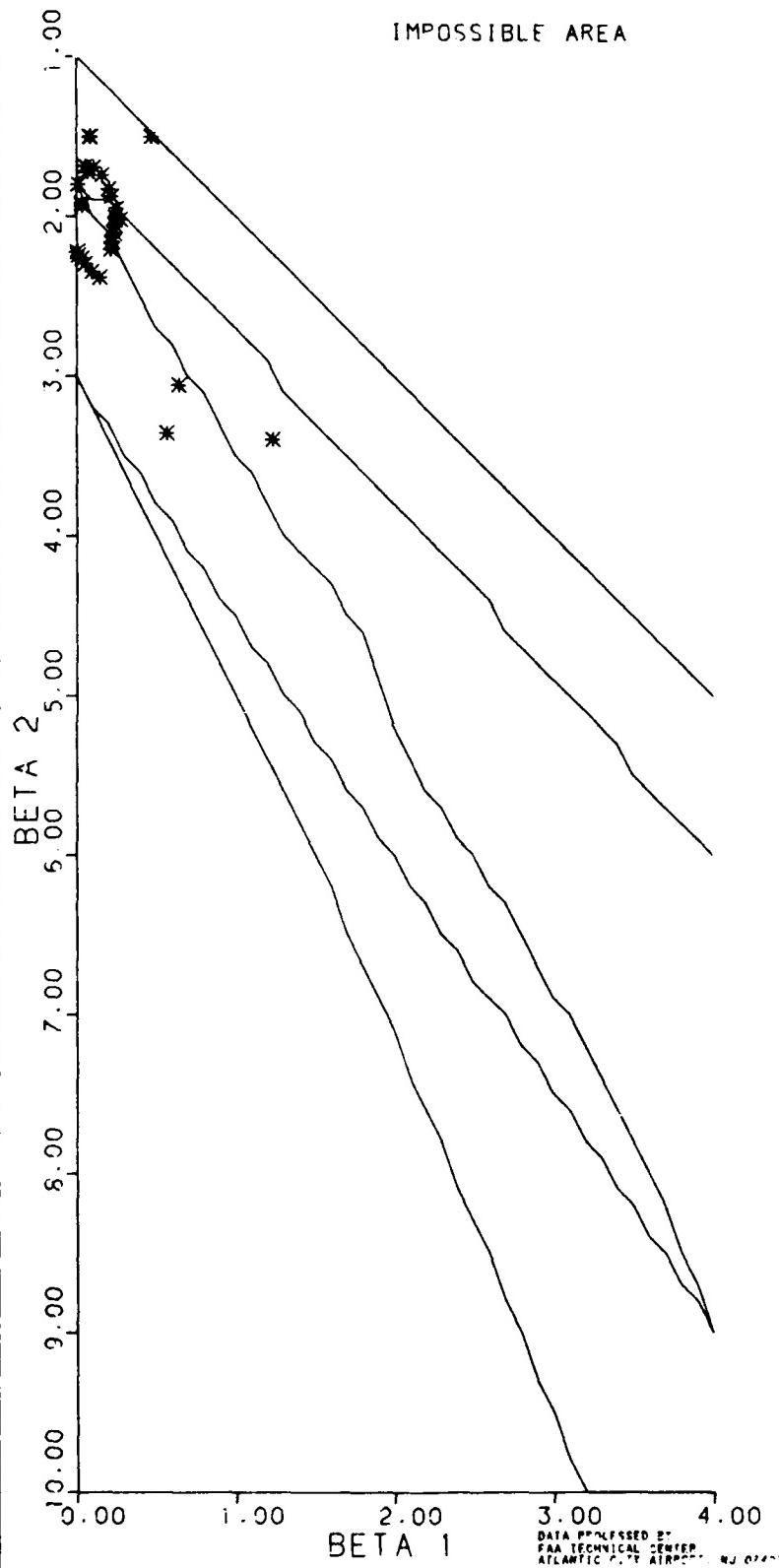
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10.00 DEGREE STRAIGHT OUT DEPARTURES  
ANGULAR ERROR (DEG)



VMC DISTRIBUTION ANALYSIS -- OHS ONLY  
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ALTITUDE ERROR (FT)



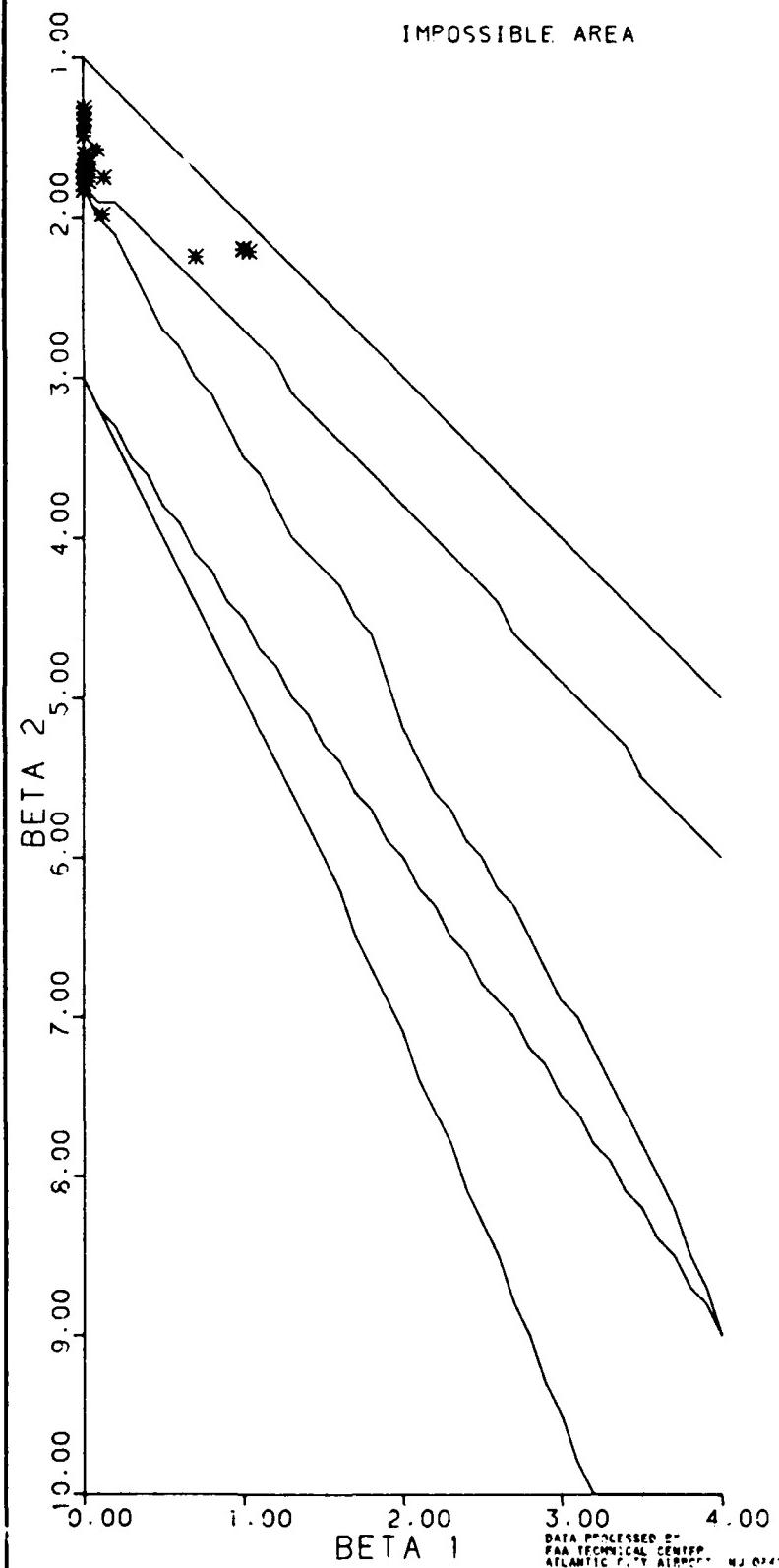
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ANGULAR POSITION (DEG)



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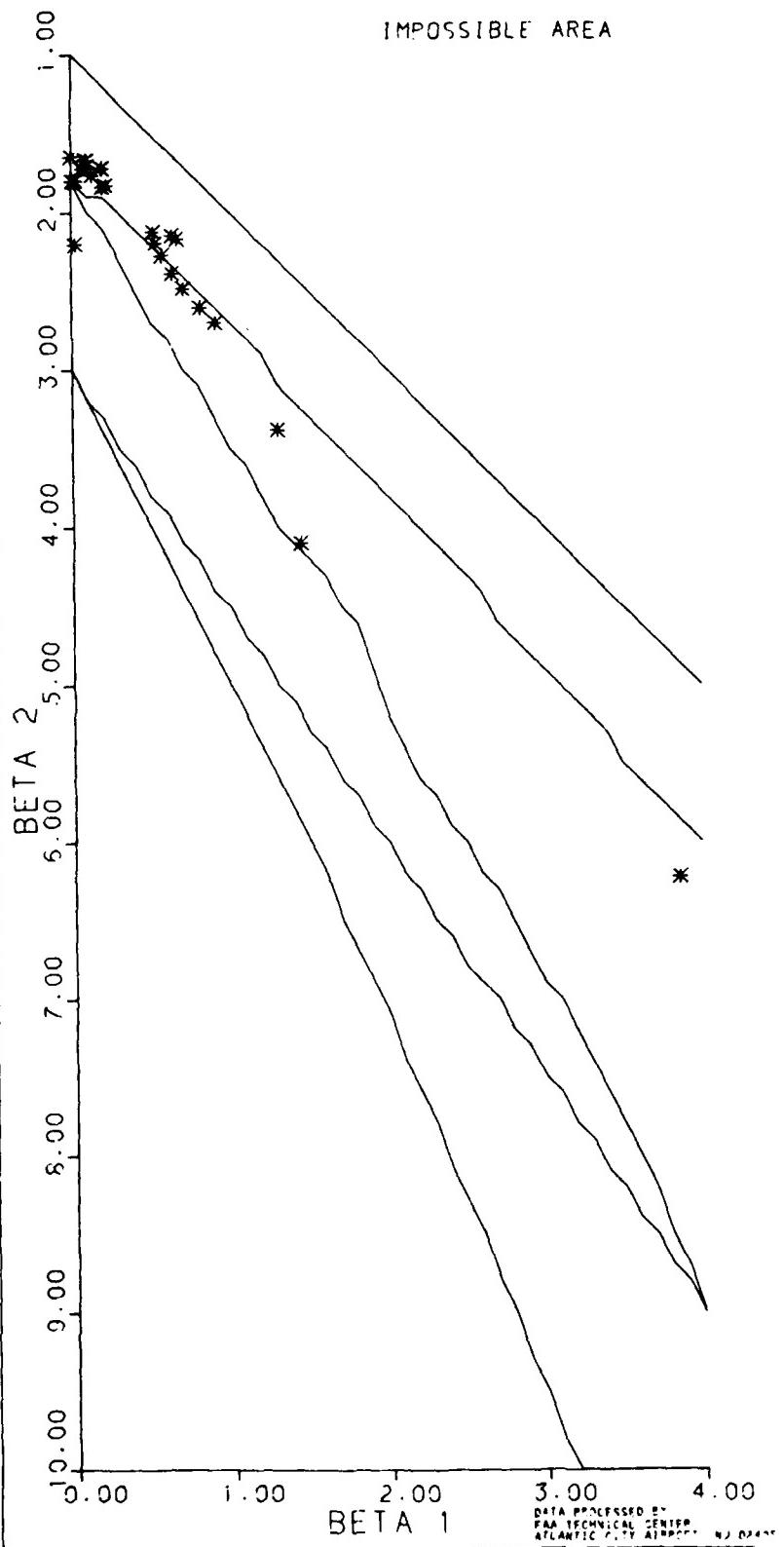
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CROSSTRAK POSITION (FT)

IMPOSSIBLE AREA

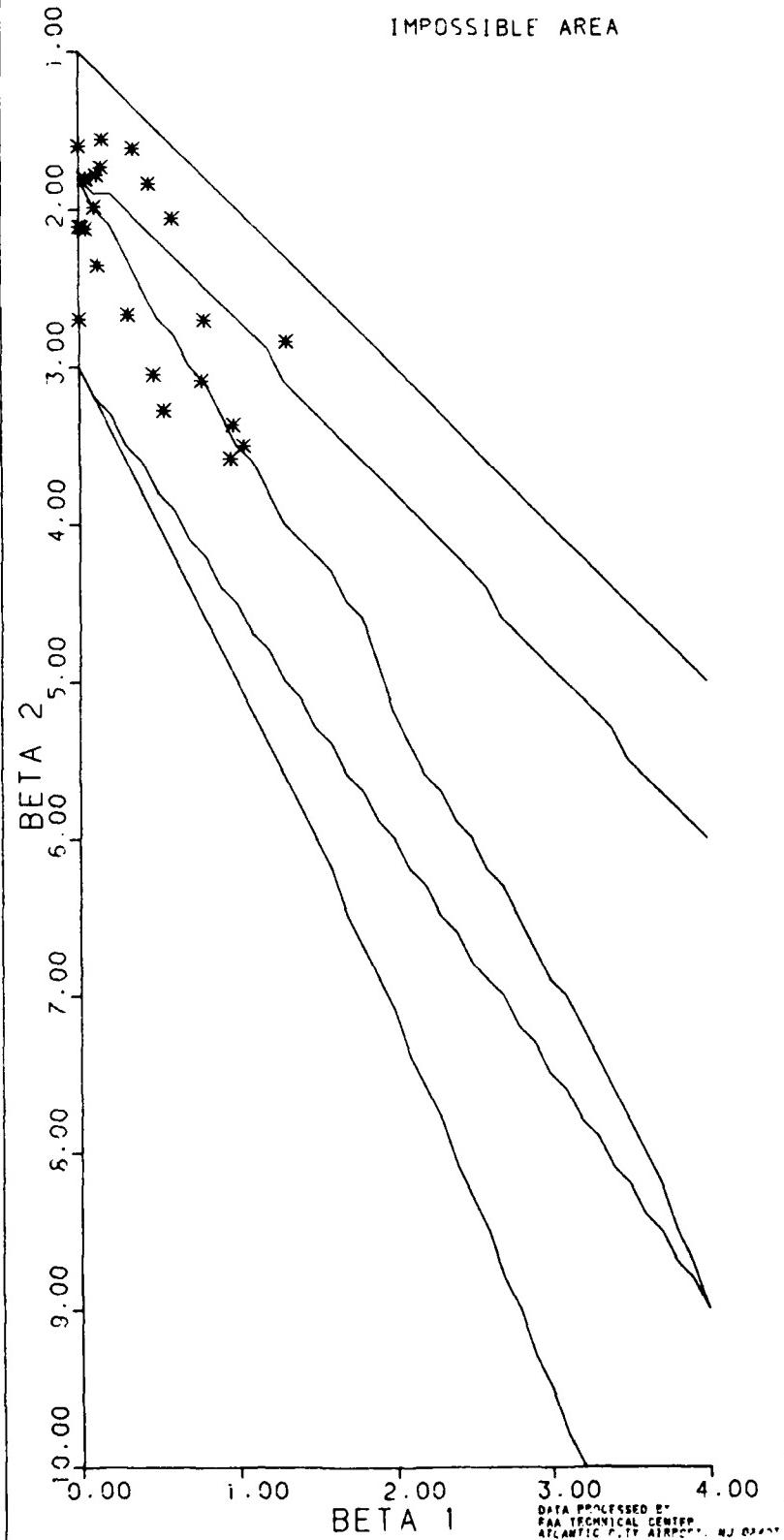


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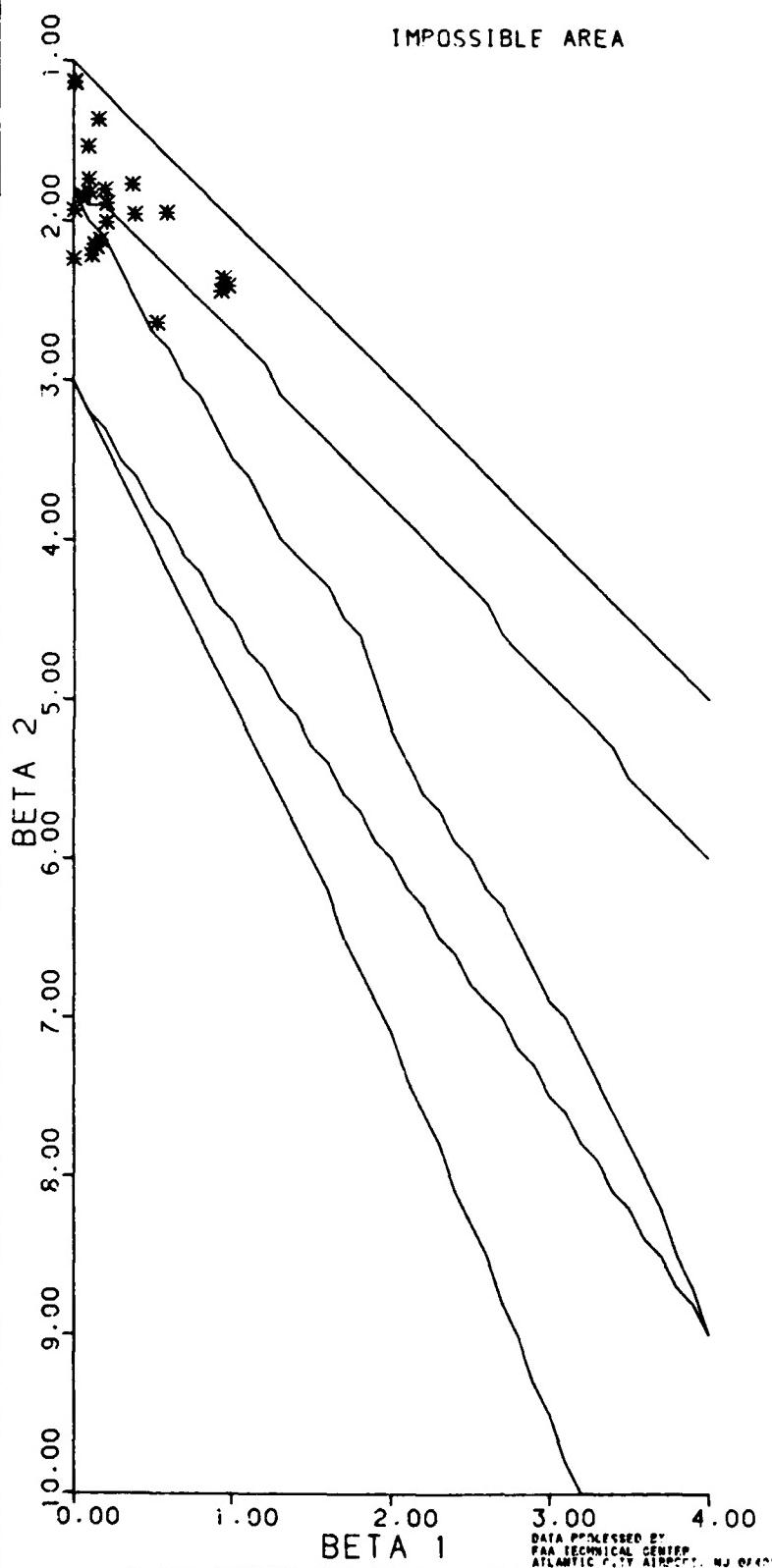
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ALTITUDE (FT)



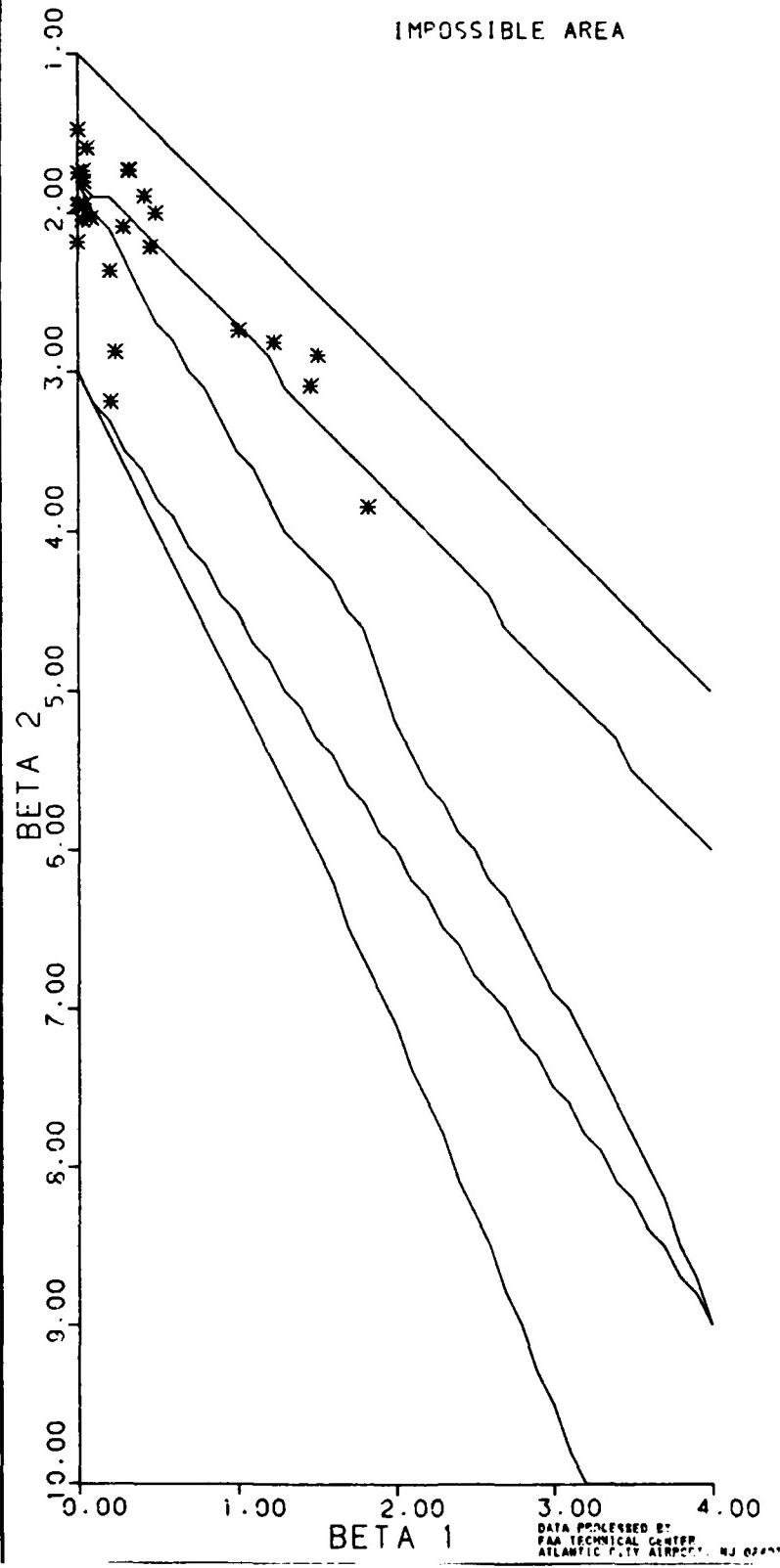
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CROSSTRACK VELOCITY (FPM)



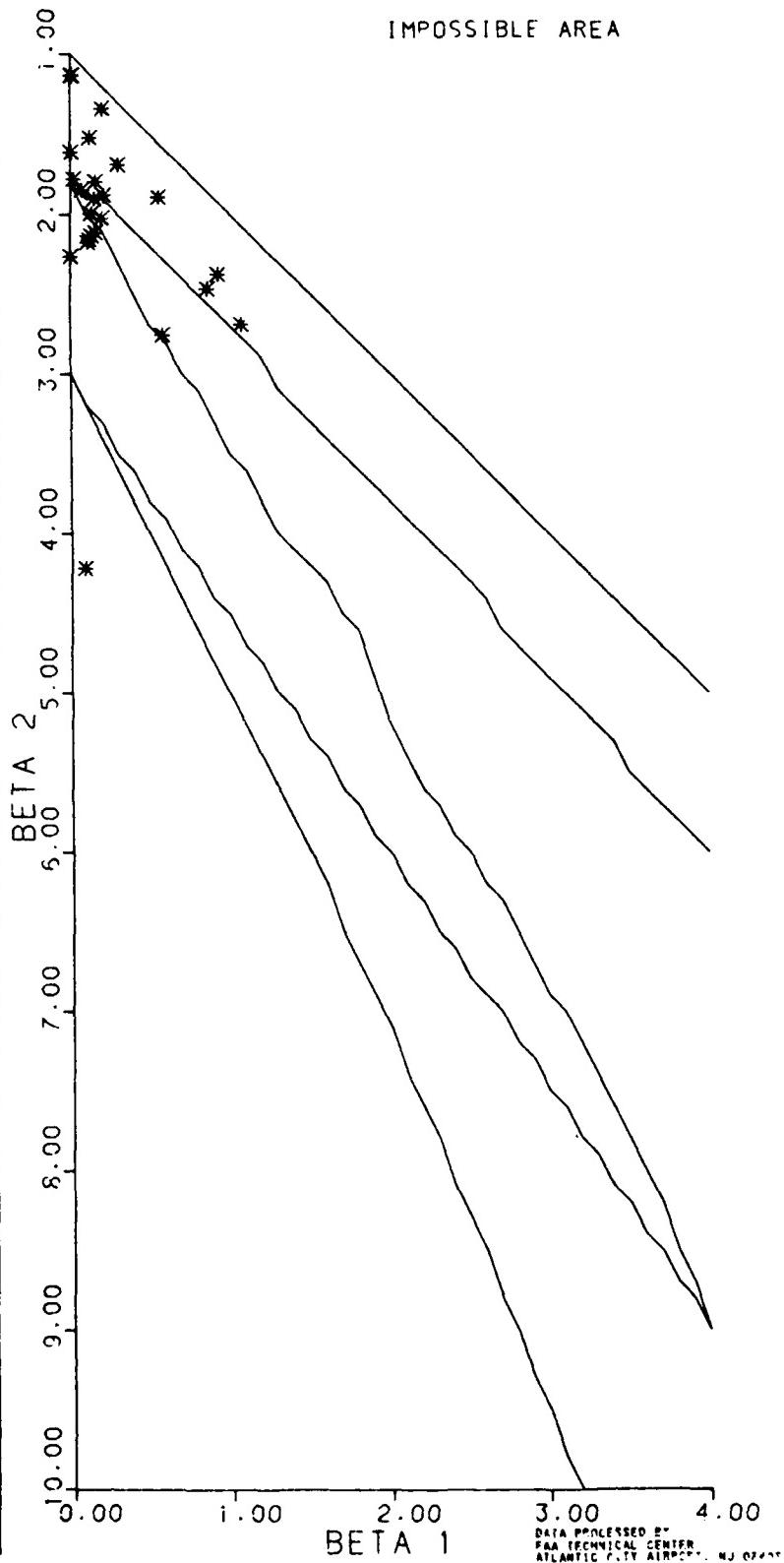
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ALONGTRACK VELOCITY (FPM)



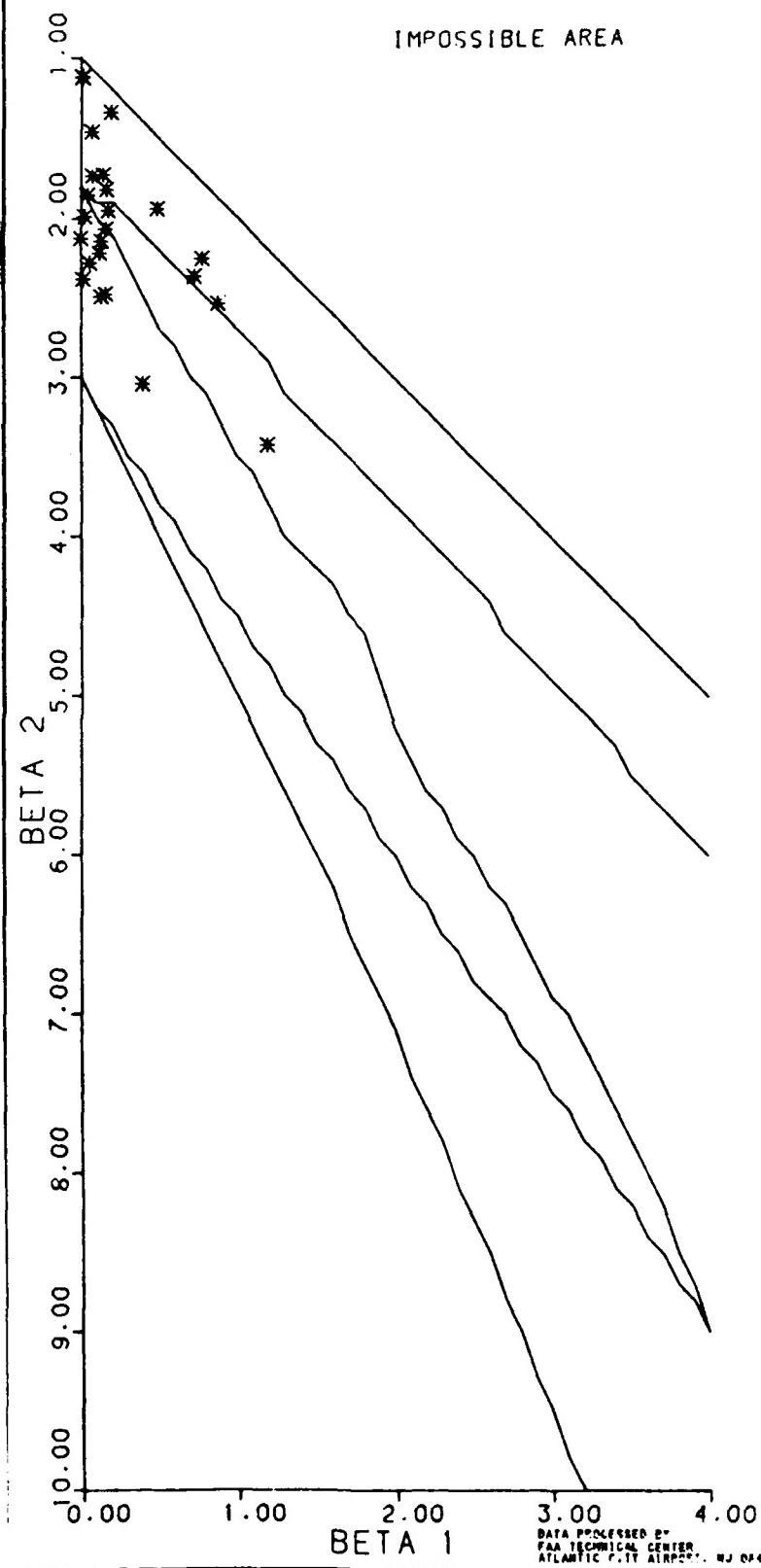
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VERTICAL VELOCITY (FPM)



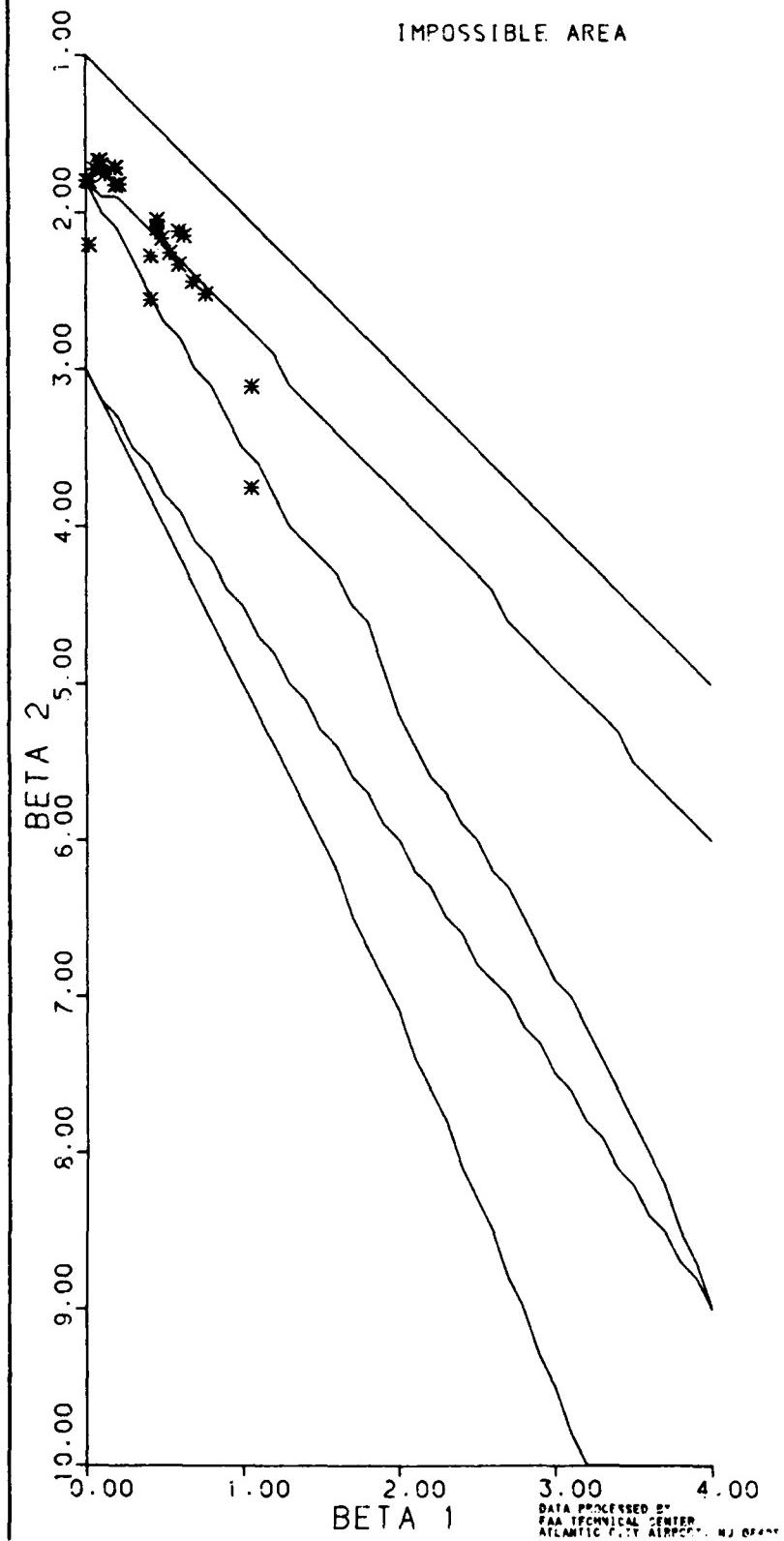
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GROUNDSPEED (KNOTS)



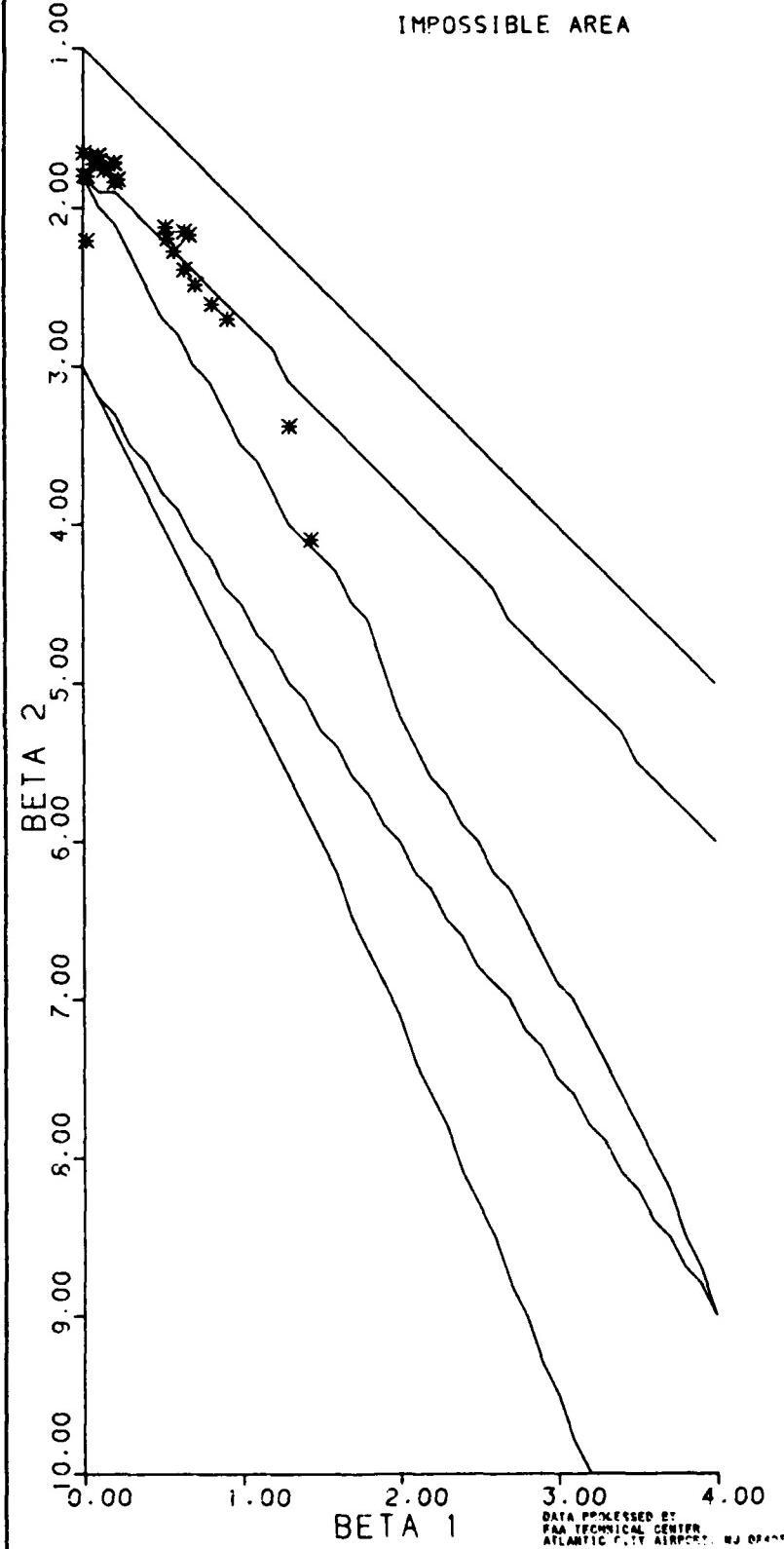
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ALONGPATH SPEED (KNOTS)



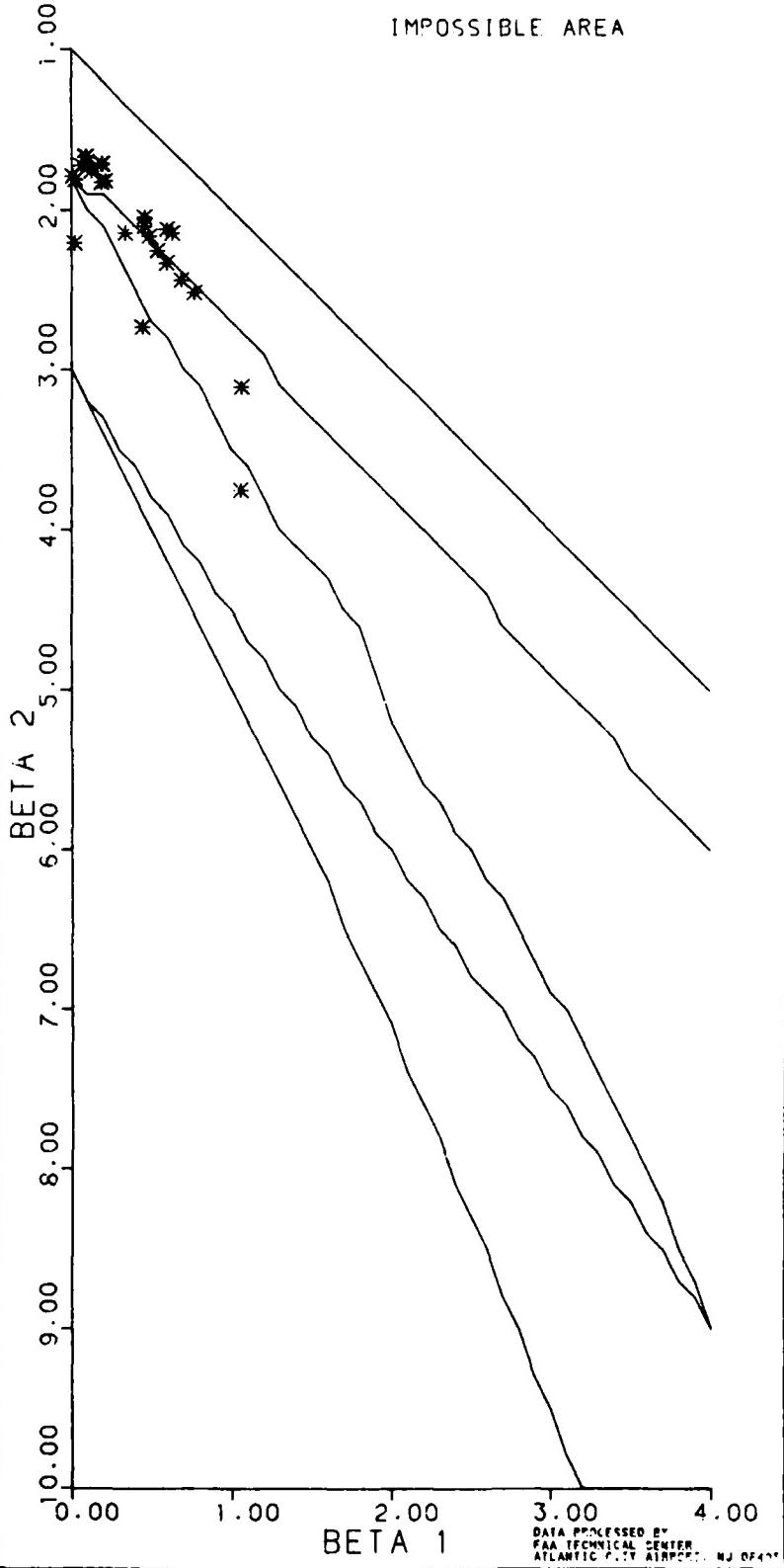
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ANGULAR ERROR (DEG)



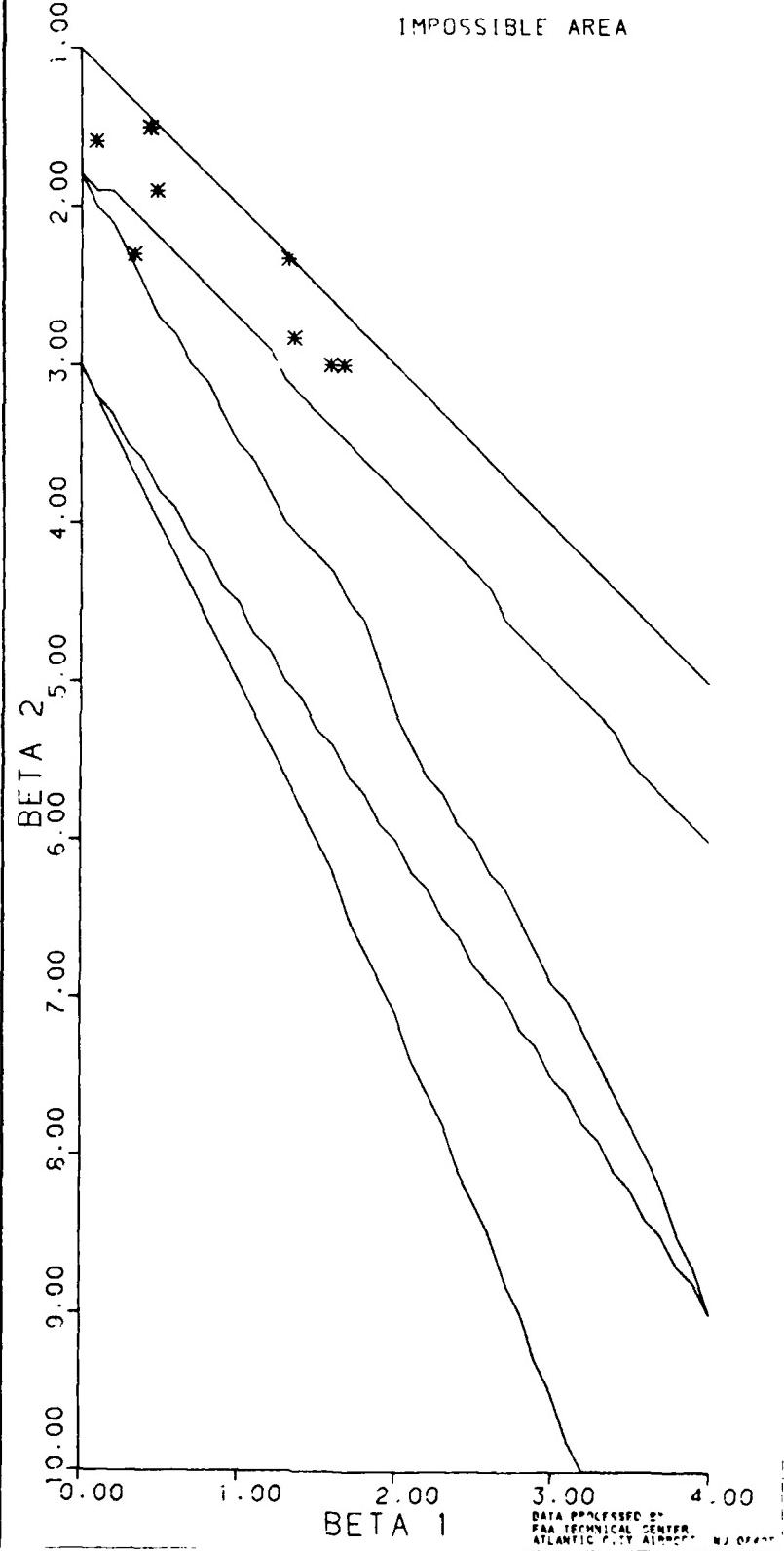
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ALTITUDE ERROR (FT)



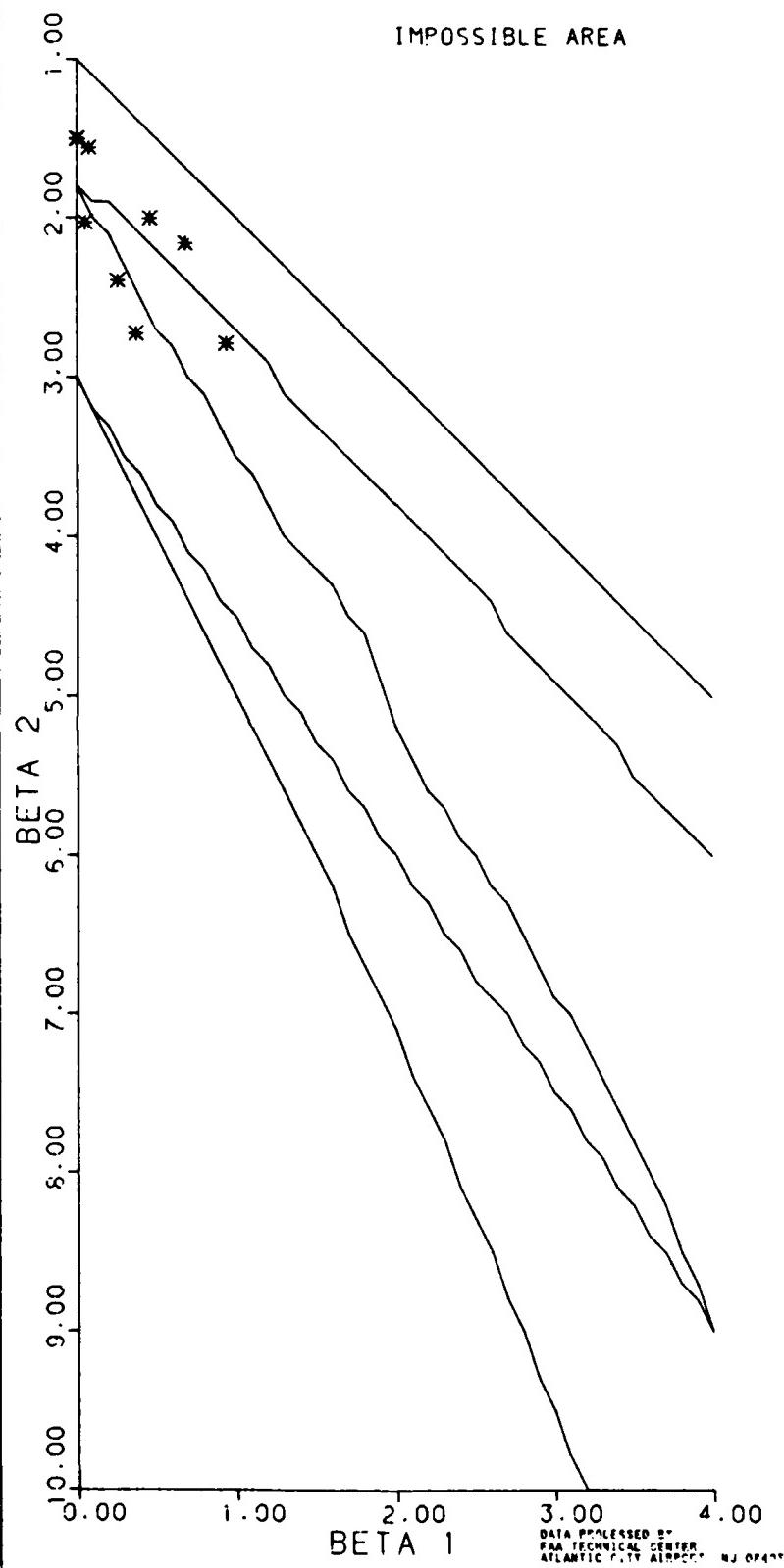
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ANGULAR POSITION (DEG)



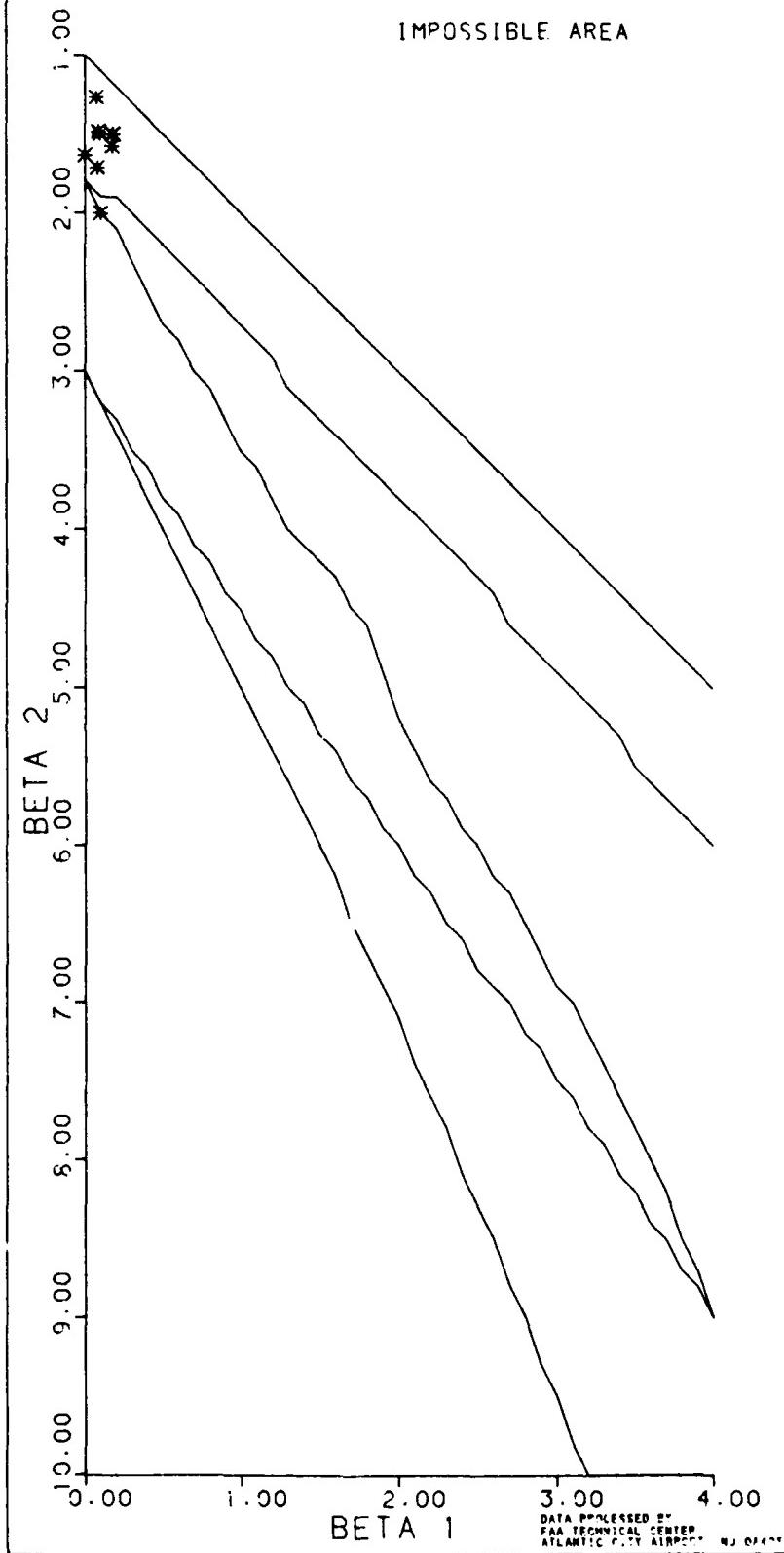
VMC DISTRIBUTION ANALYSIS -- 046 ONLY  
7.125 DEGREE CURVED DEPARTURES  
CROSSTRACK POSITION (FT)



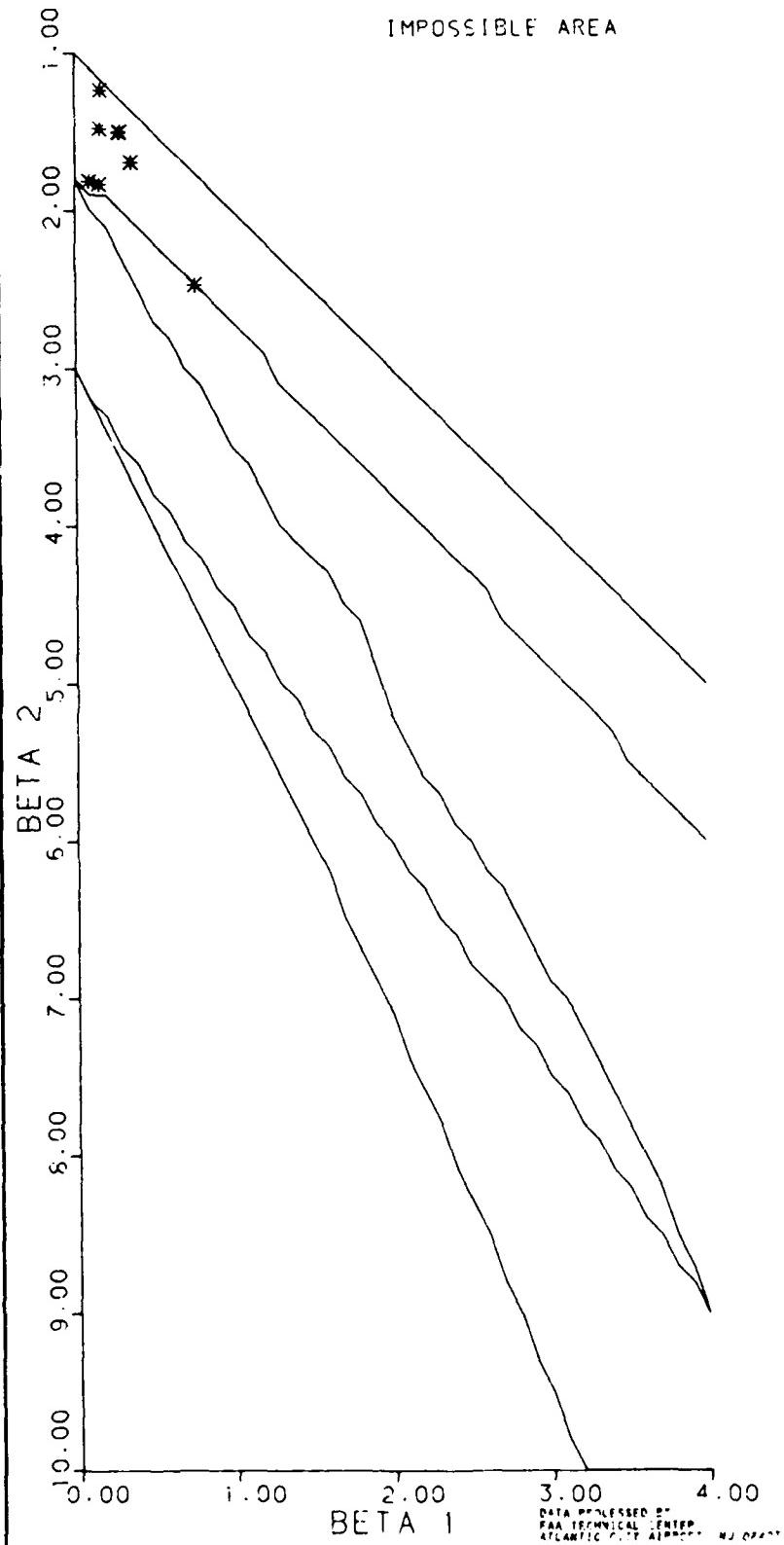
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7.125 DEGREE CURVED DEPARTURES  
ALTITUDE (FT)



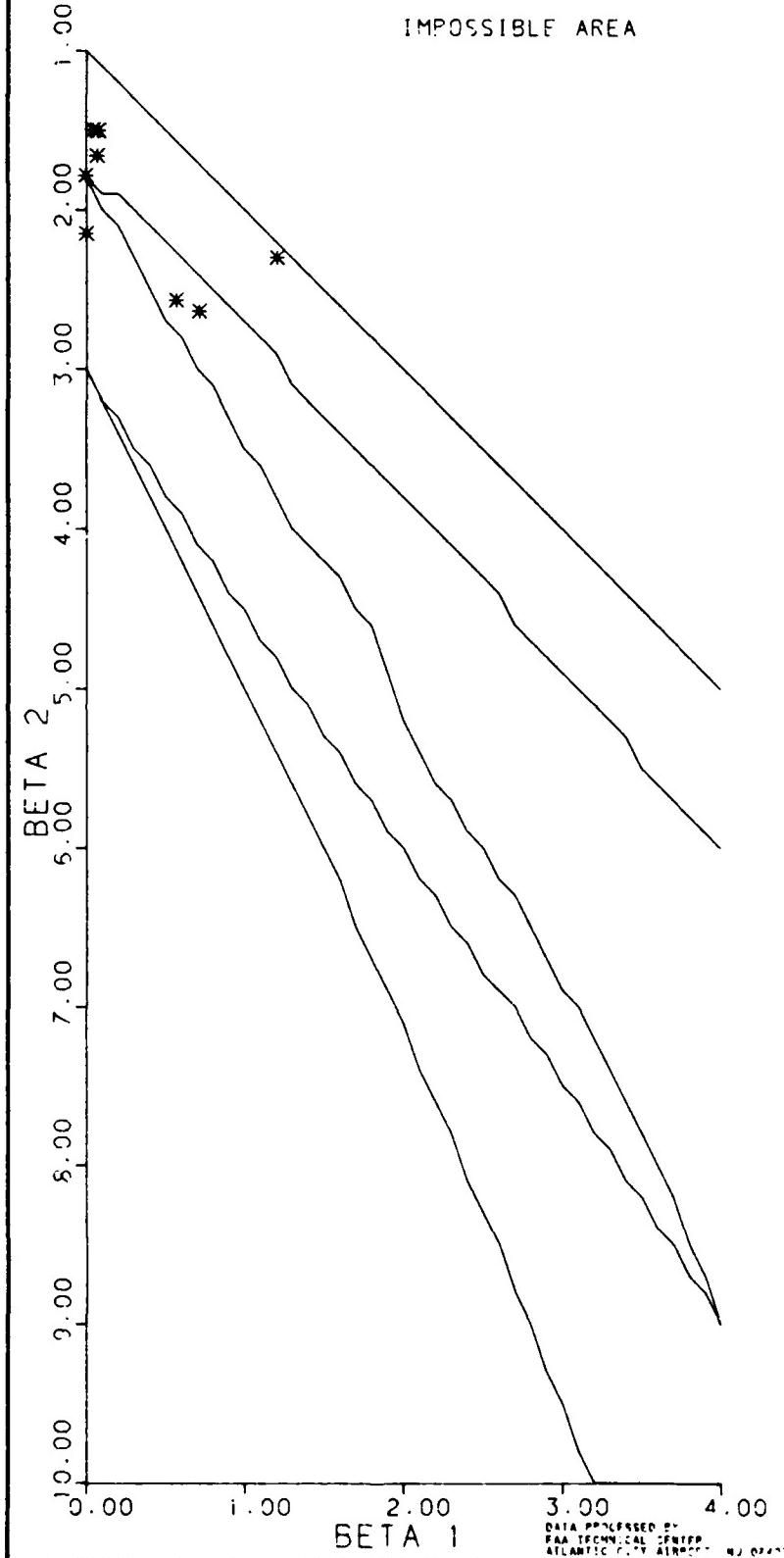
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CROSSTRACK VELOCITY (FPM)



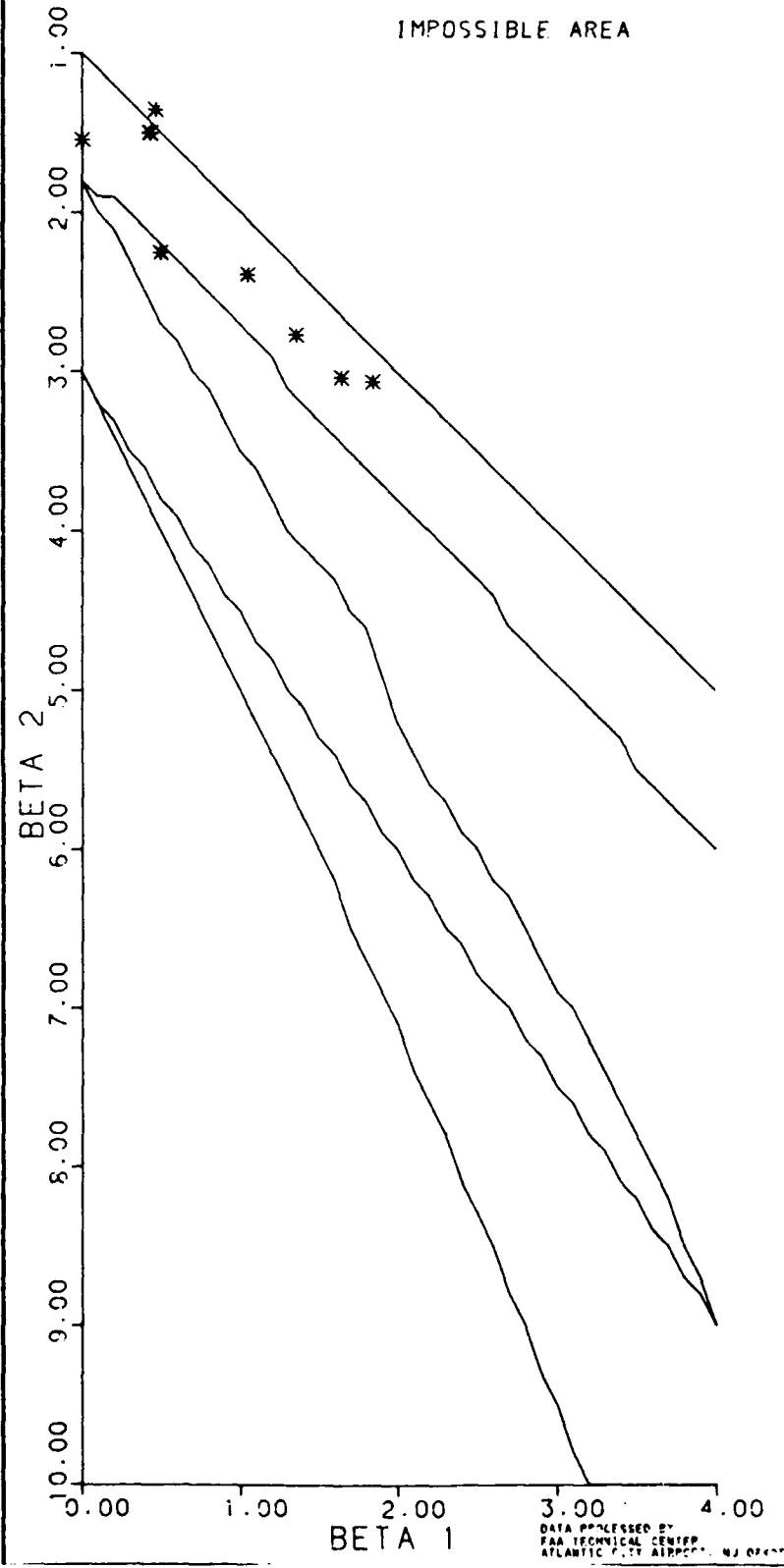
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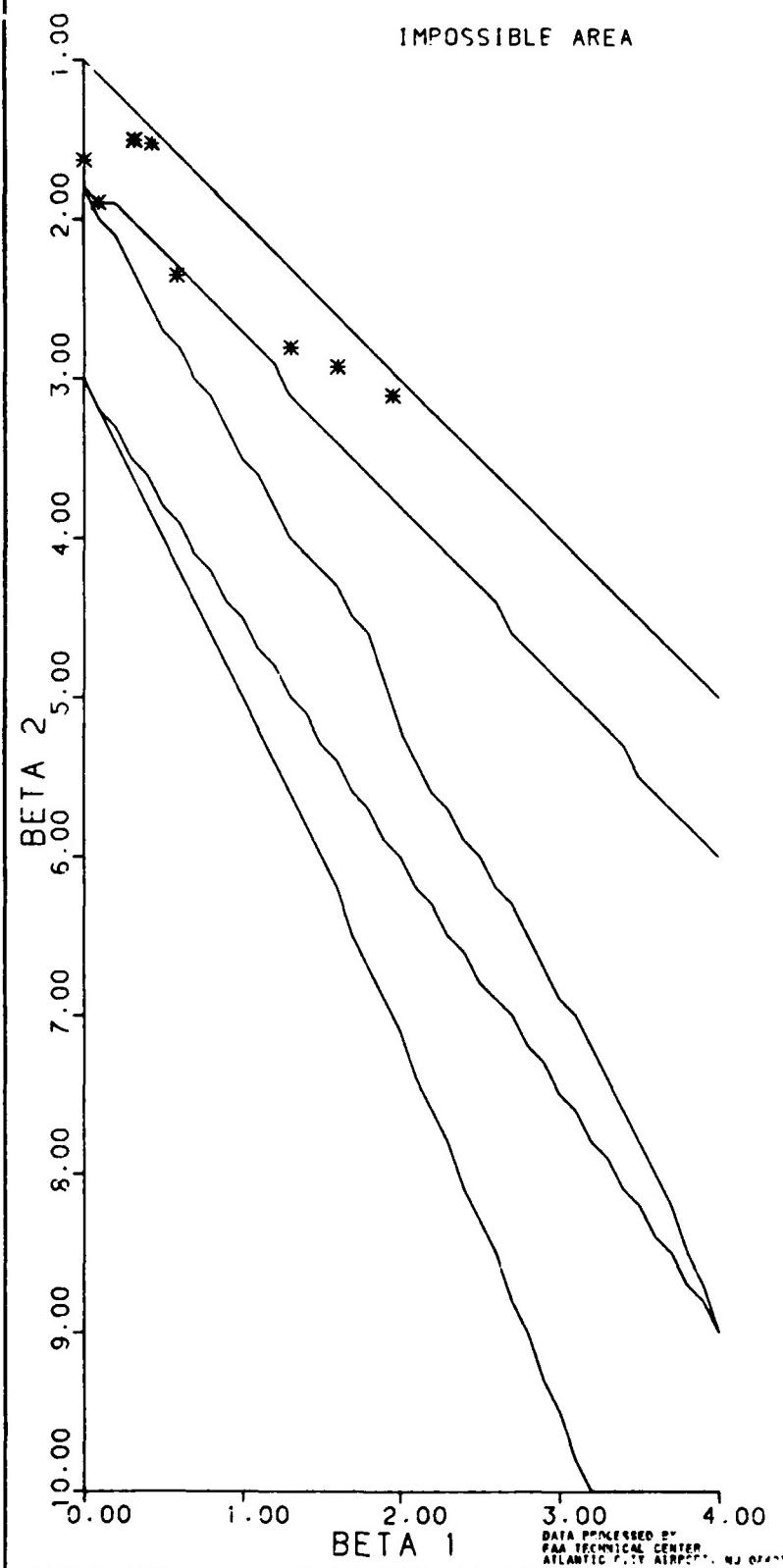
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7.125 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM)



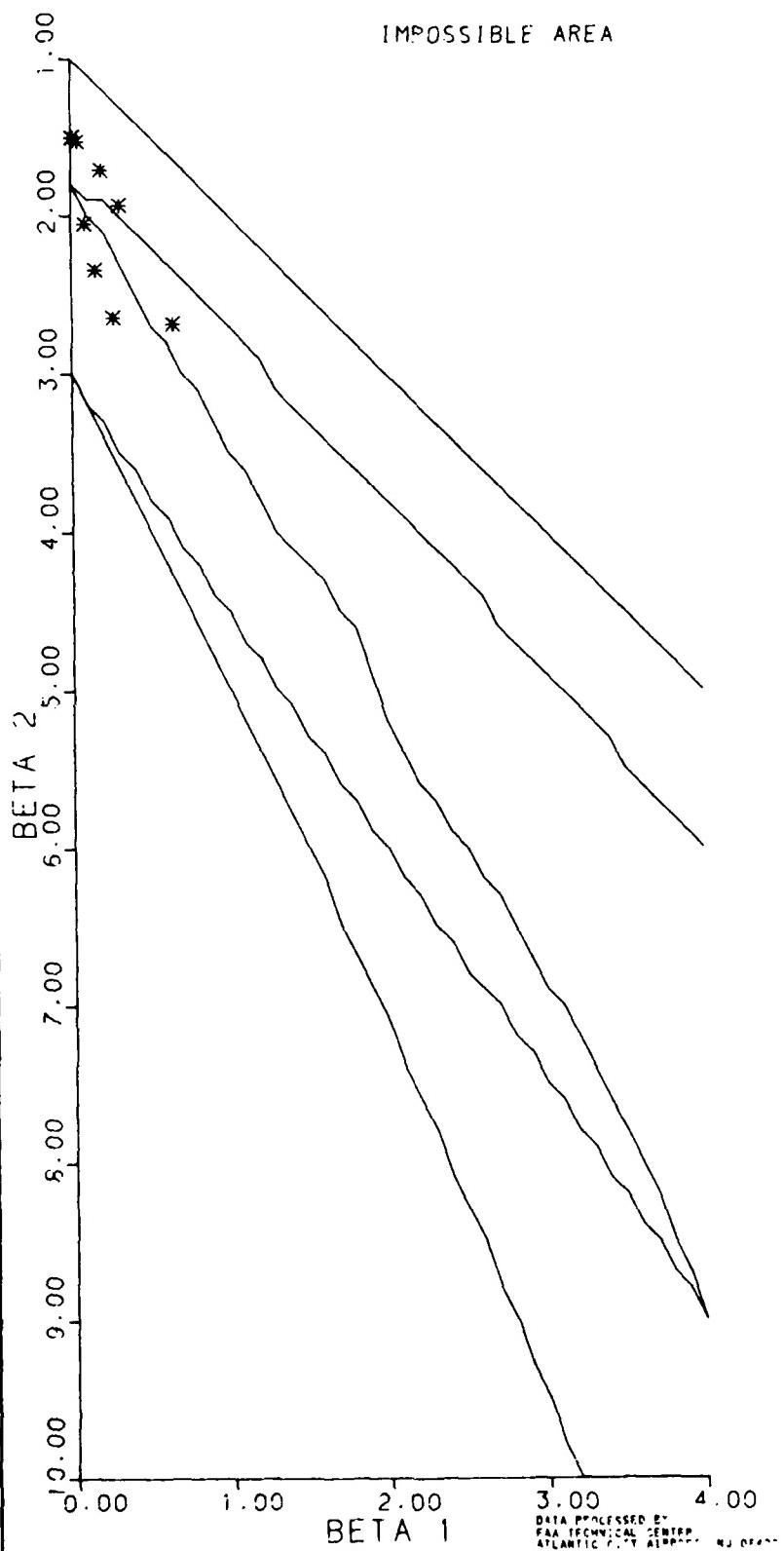
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7.125 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS)



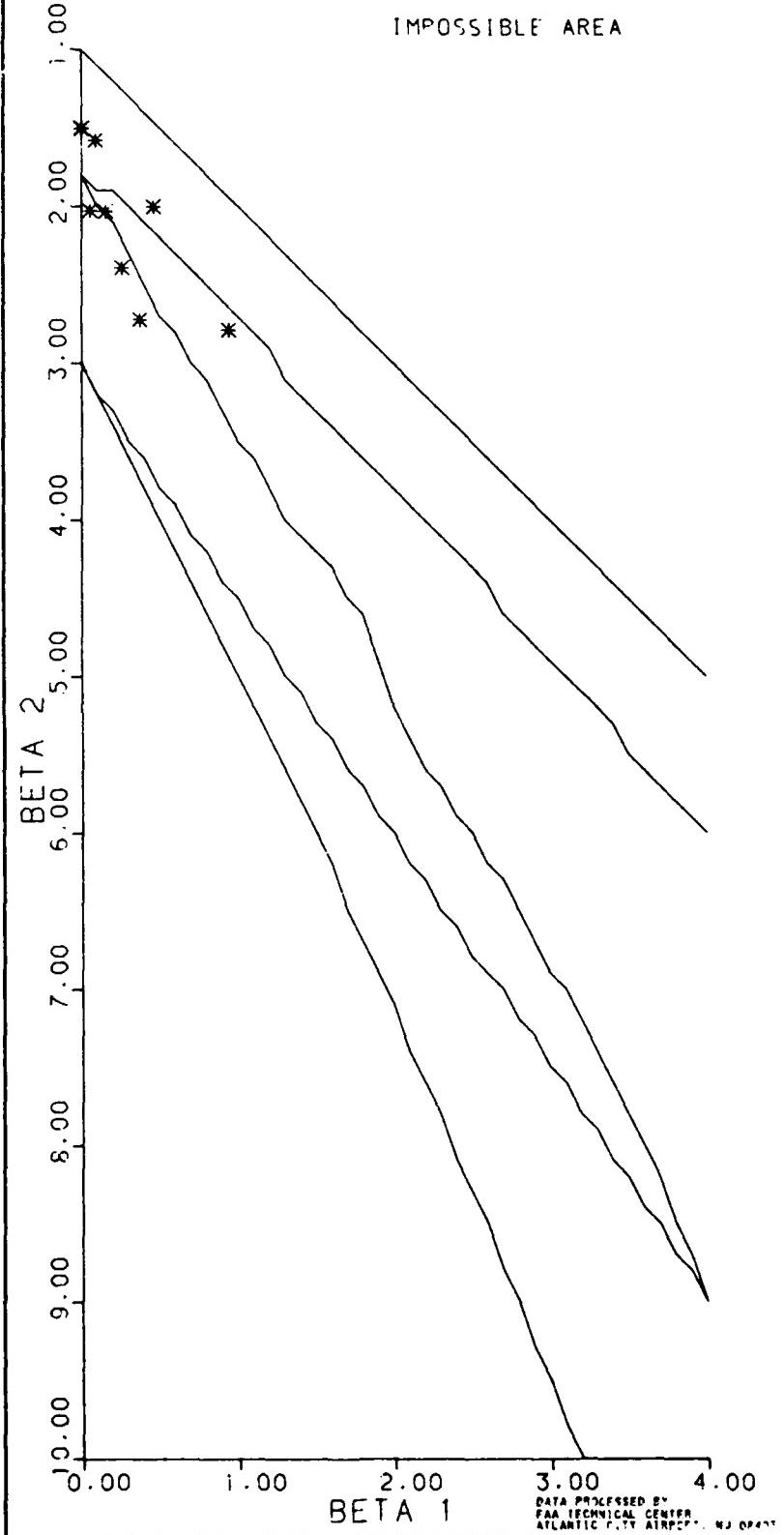
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7.125 DEGREE CURVED DEPARTURES  
ALONGPATH SPEED (KNOTS)



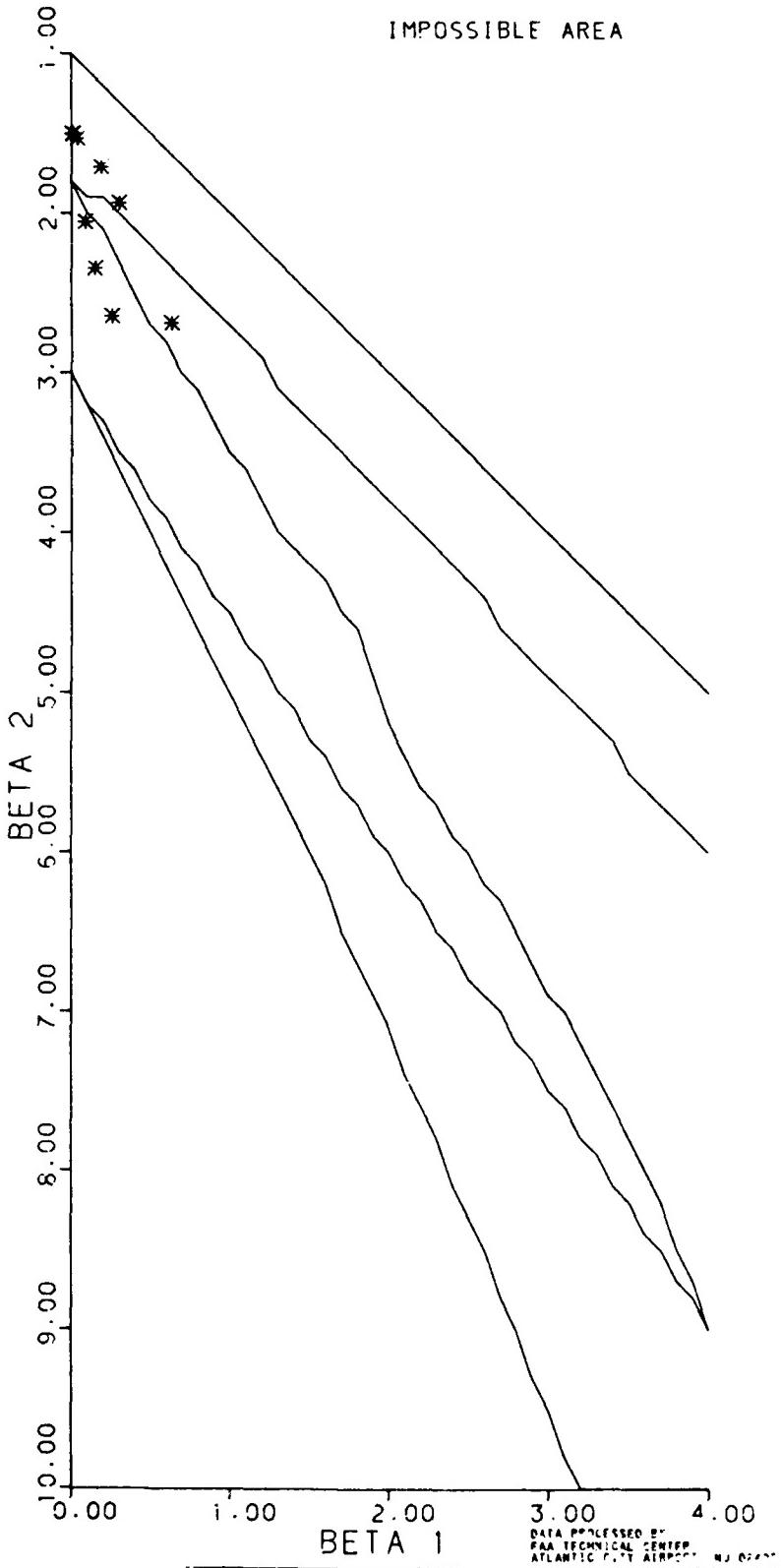
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7.125 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG)



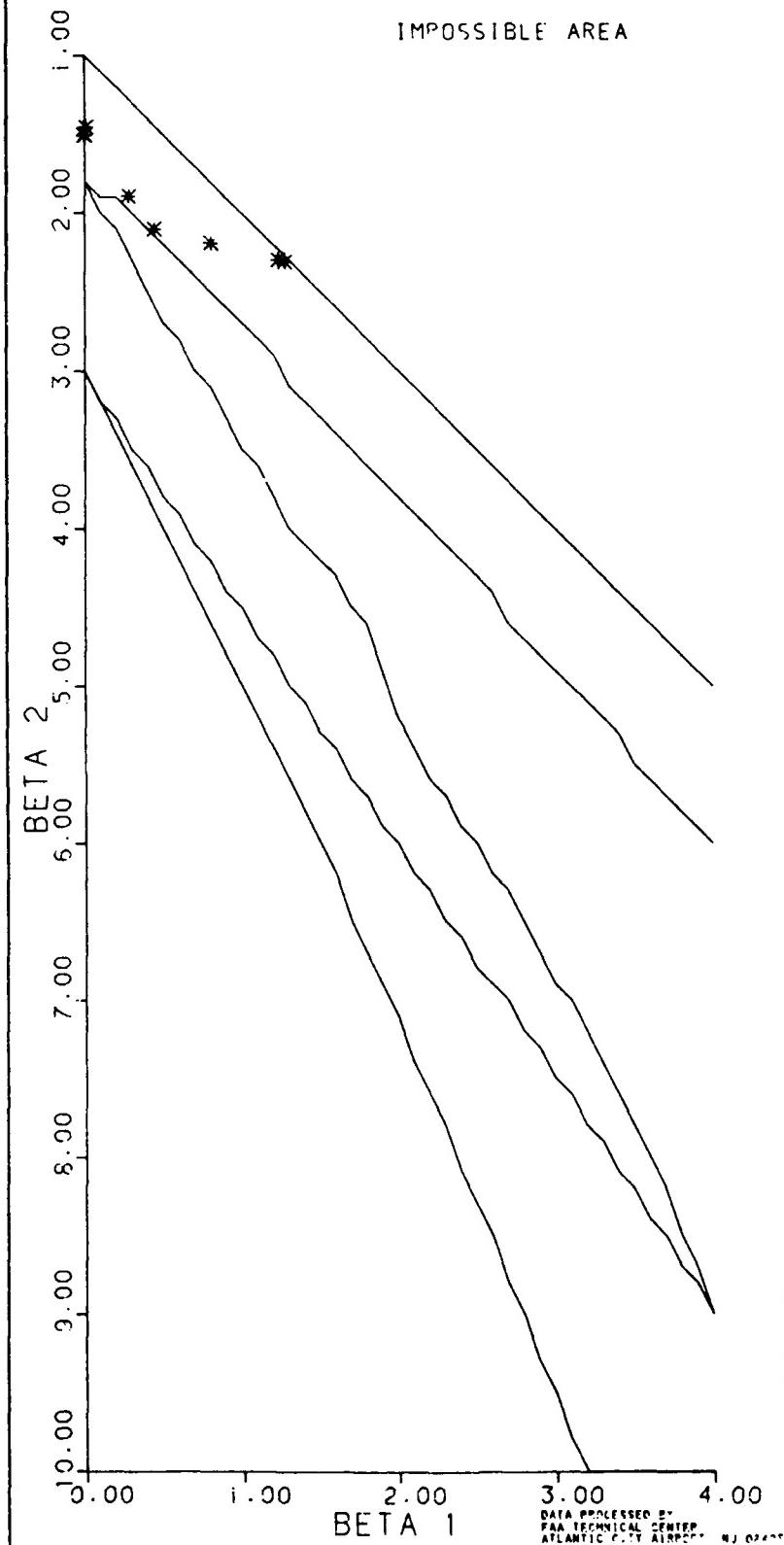
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7.125 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT)



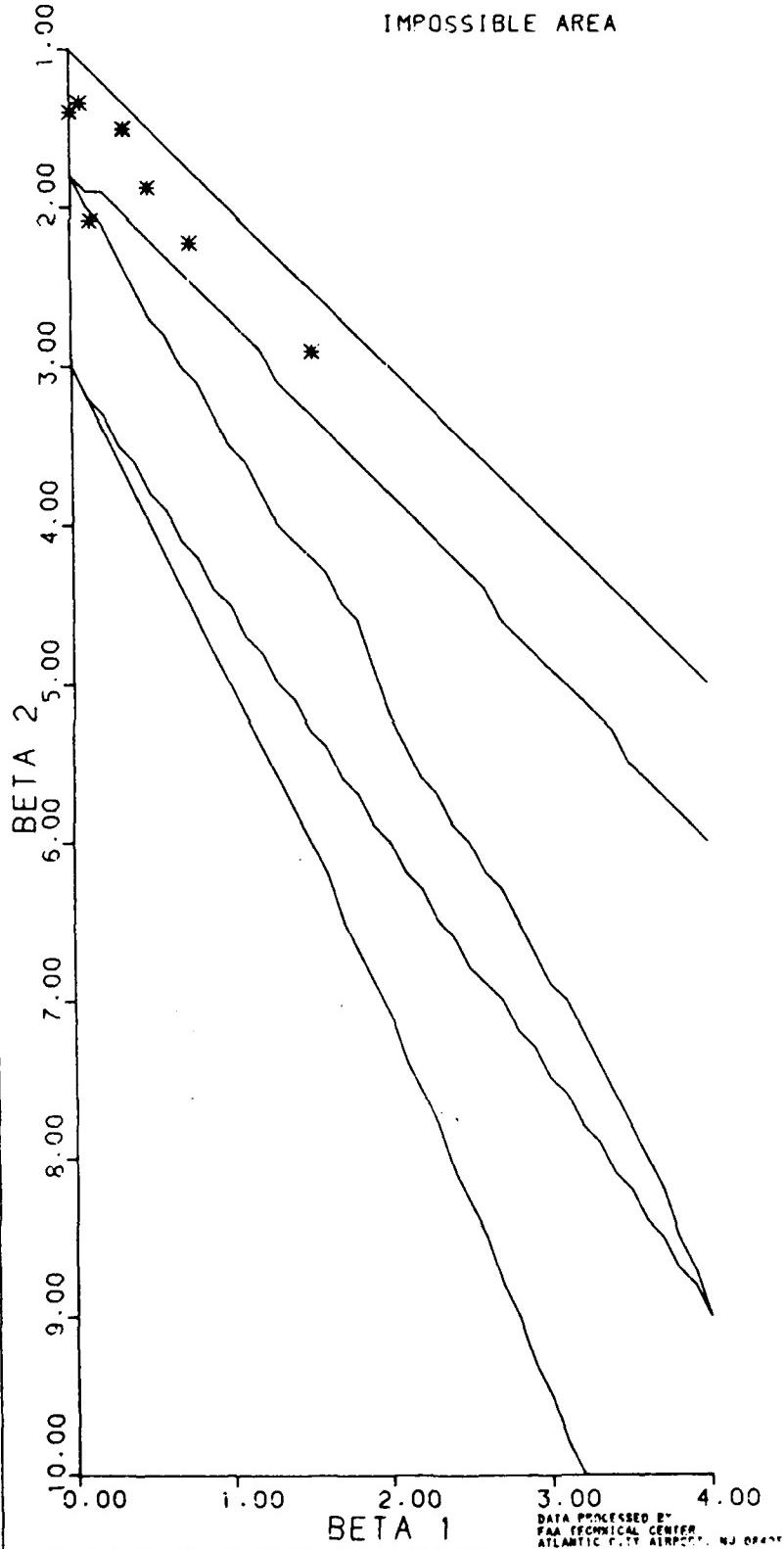
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7.125 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG)



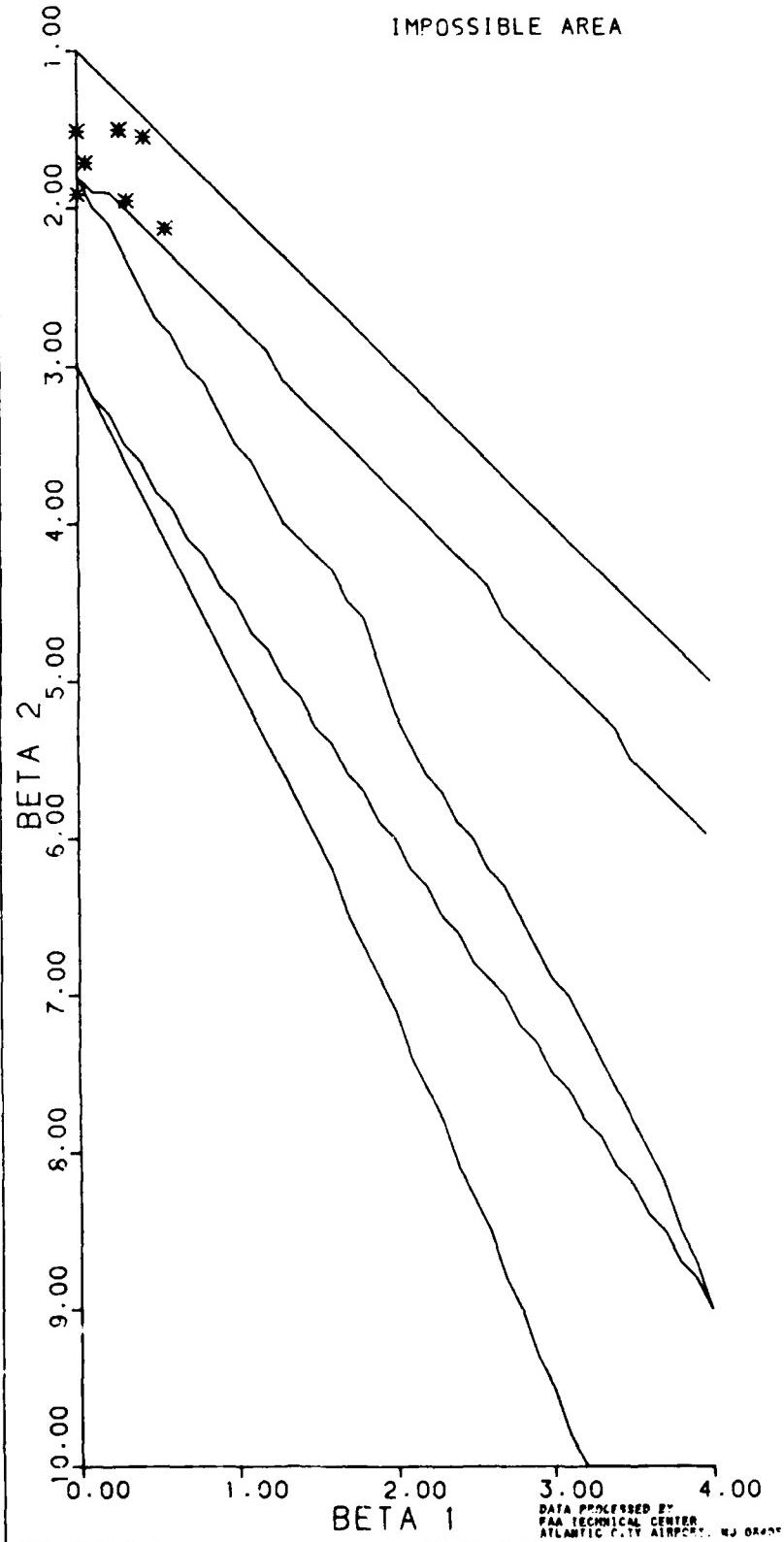
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10.00 DEGREE CURVED DEPARTURES  
CROSSTRAK POSITION (FT)



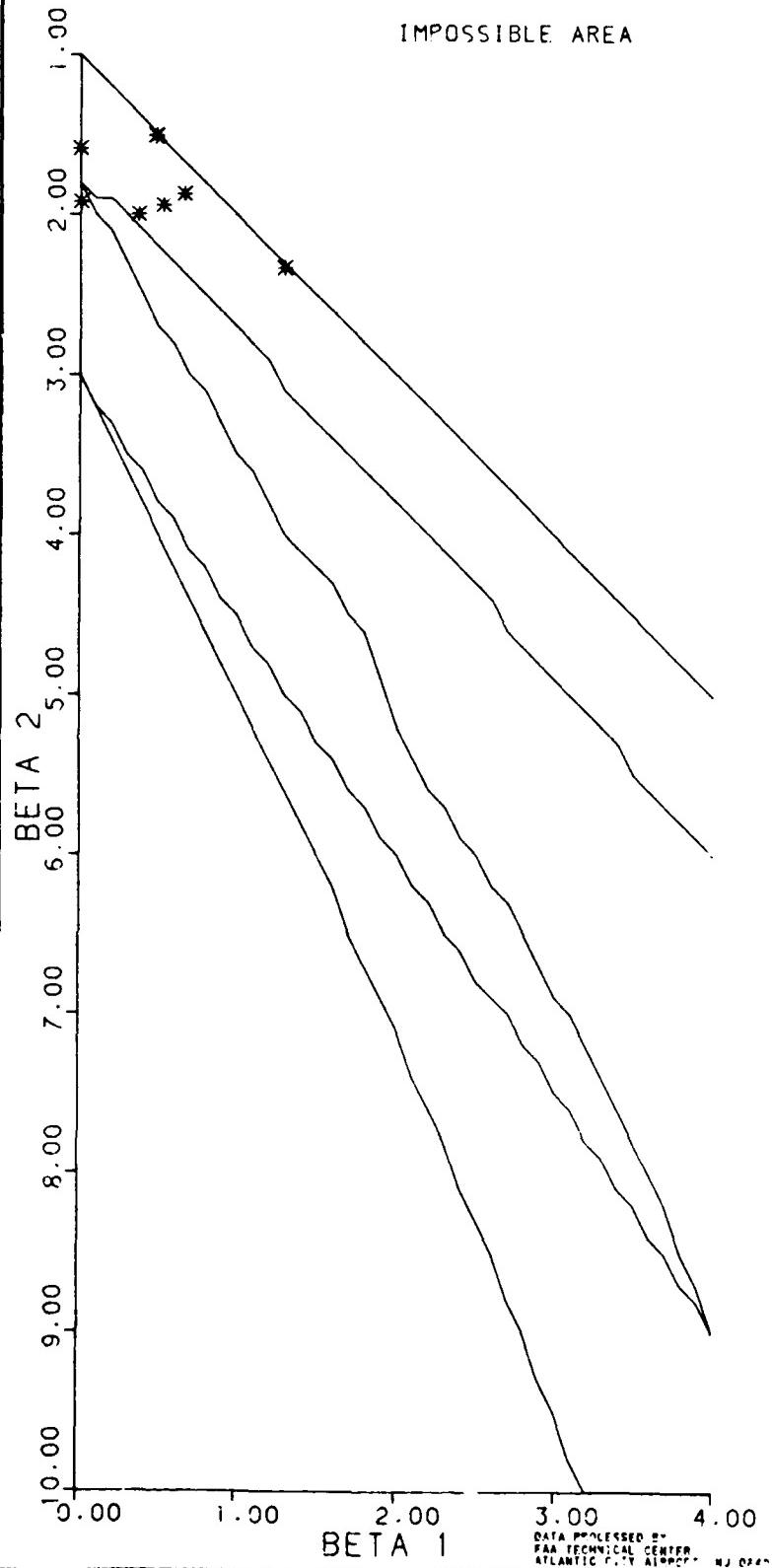
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ALTITUDE (FT)



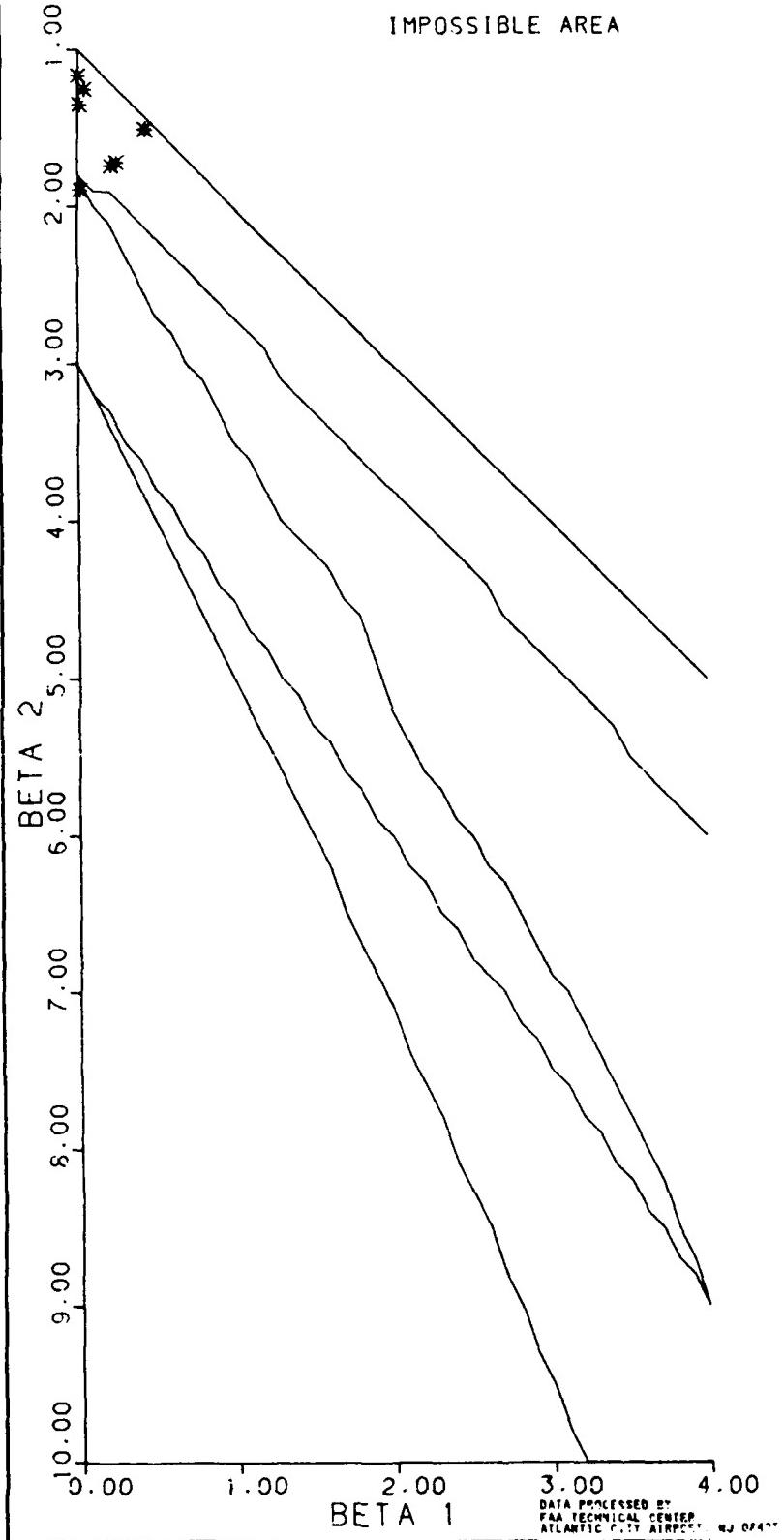
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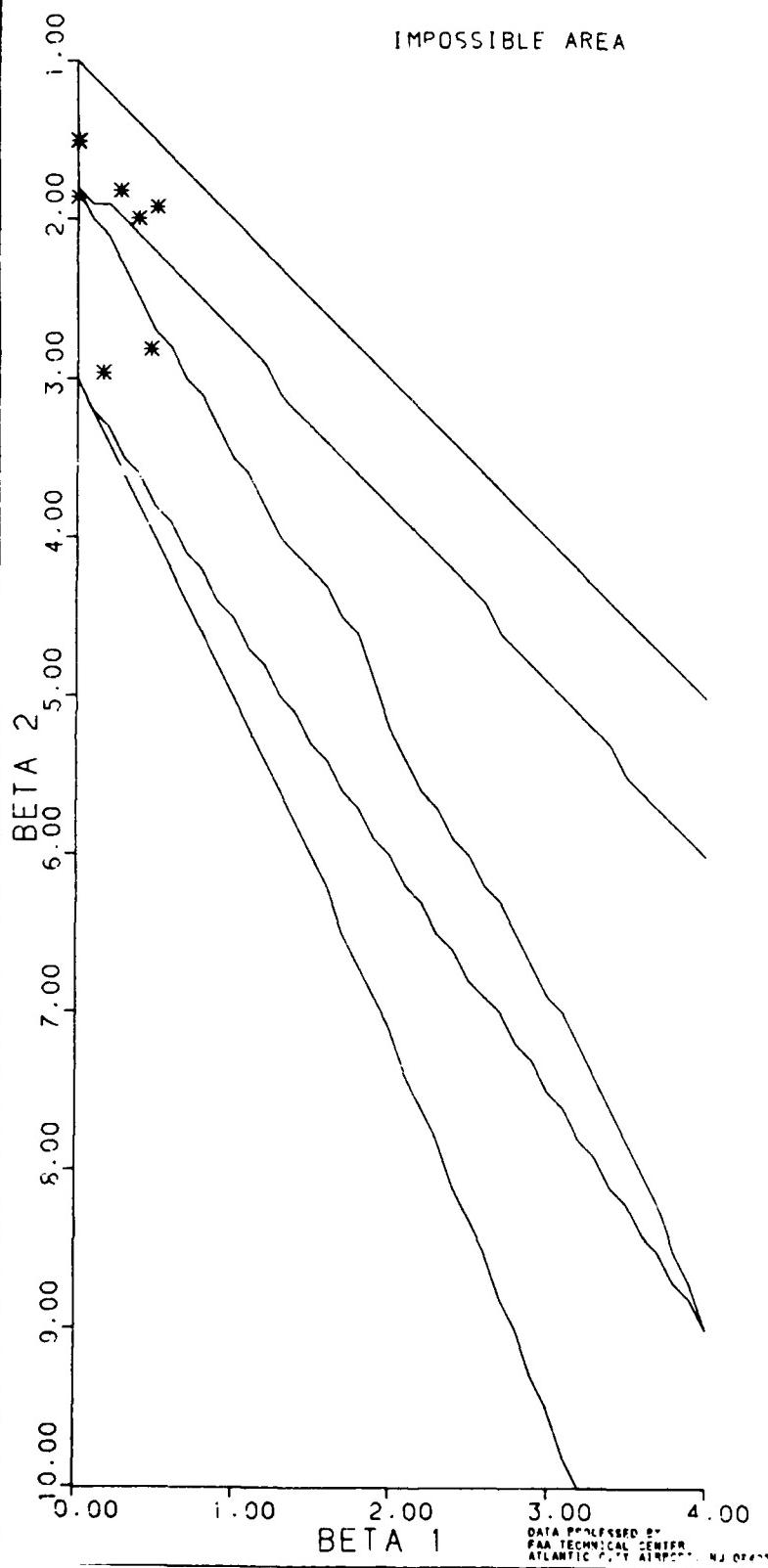
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ALONGTRACK VELOCITY (FPM)



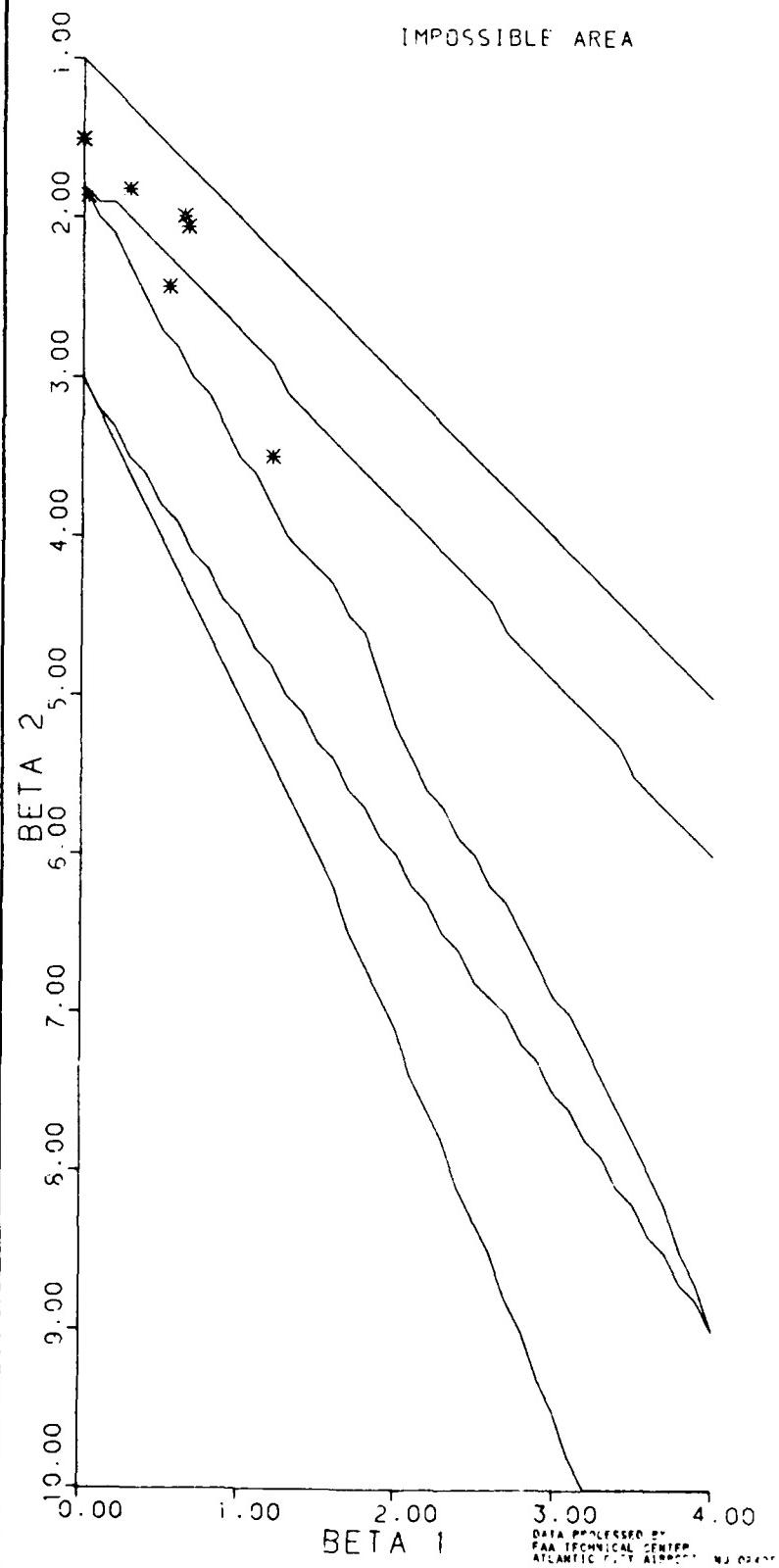
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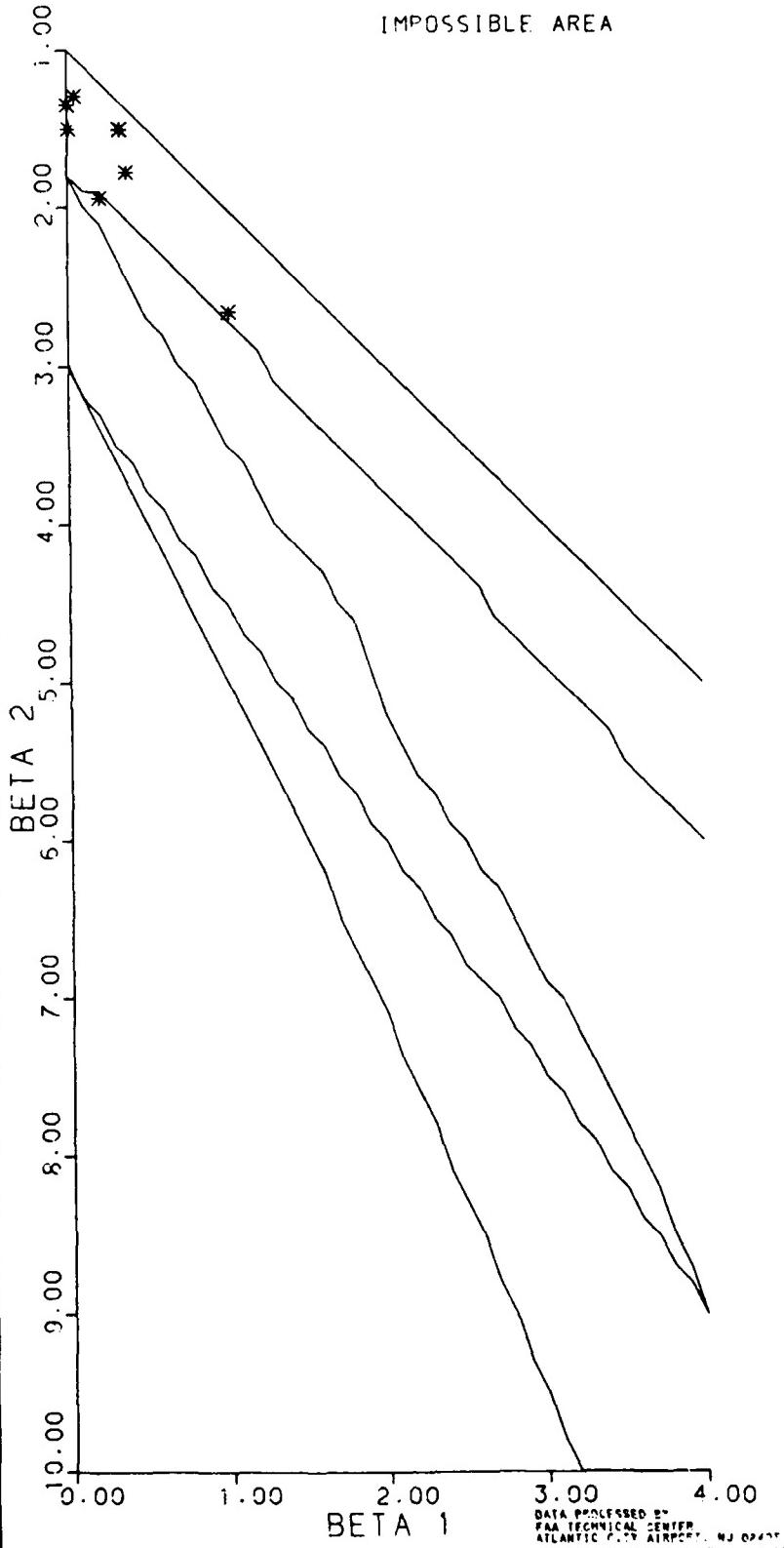
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GROUNDSPEED (KNOTS)



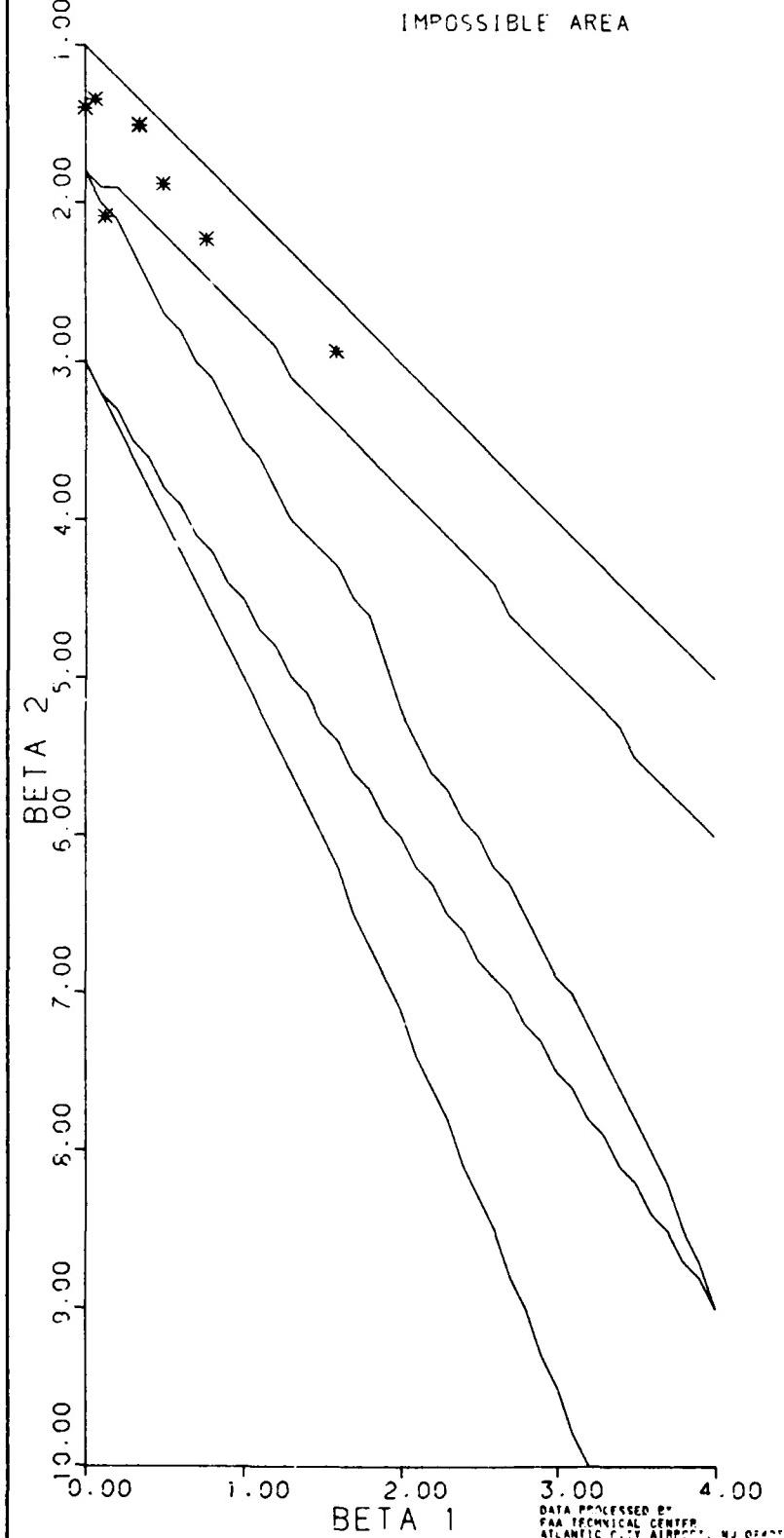
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ALONGPATH SPEED (KNOTS)



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10.00 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG)

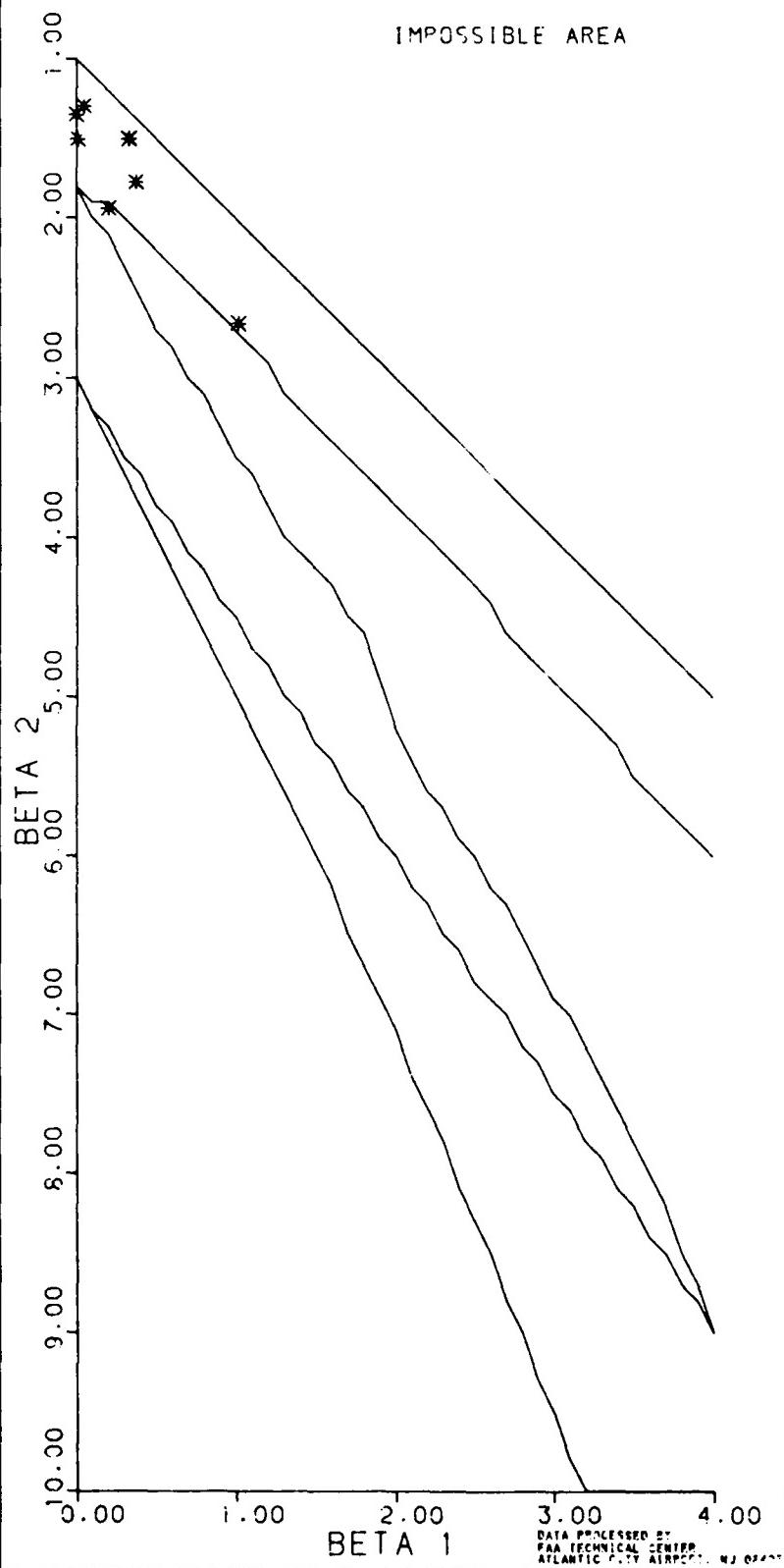


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ALTITUDE ERROR (FT)

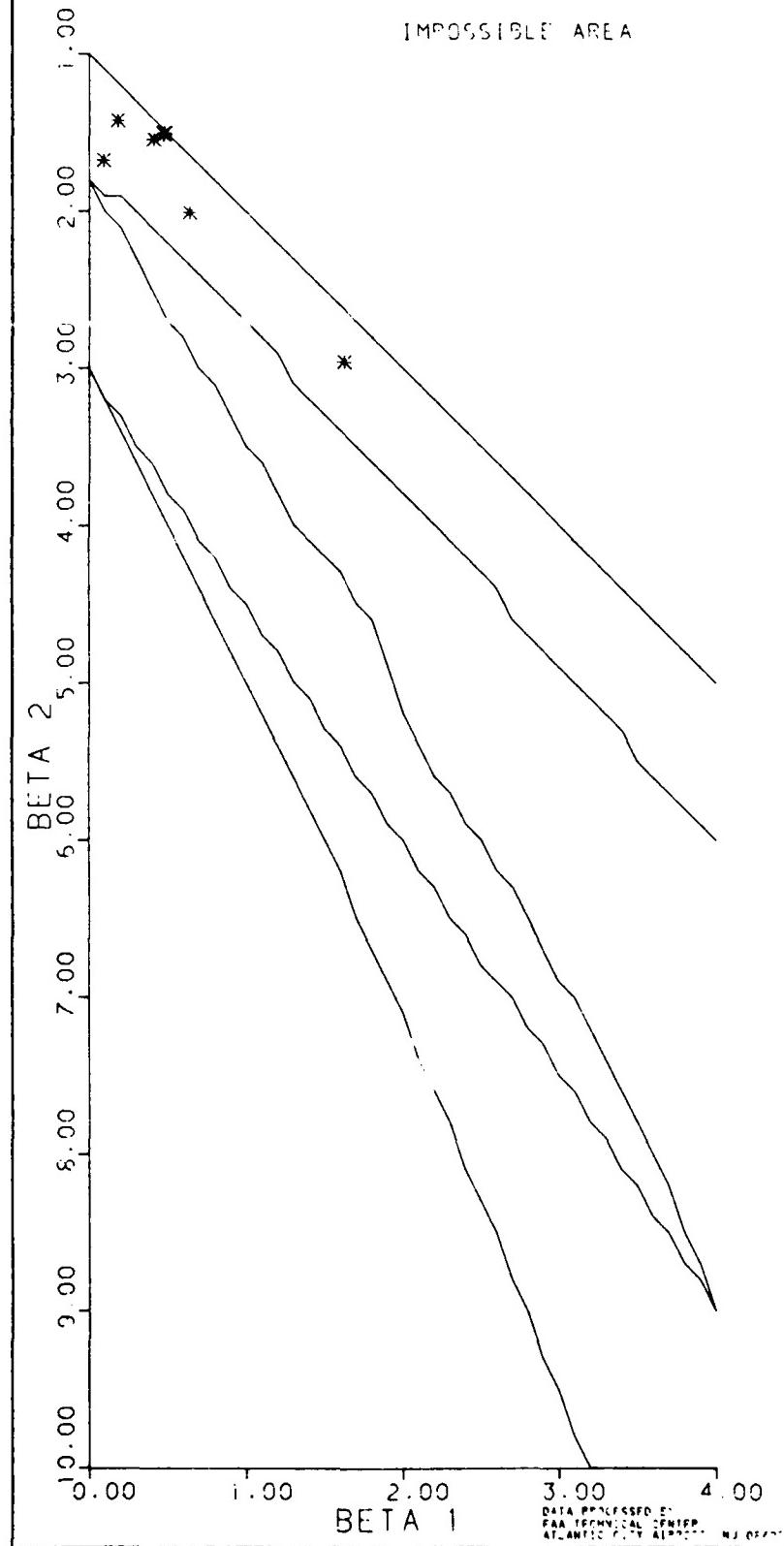


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ANGULAR POSITION (DEG)

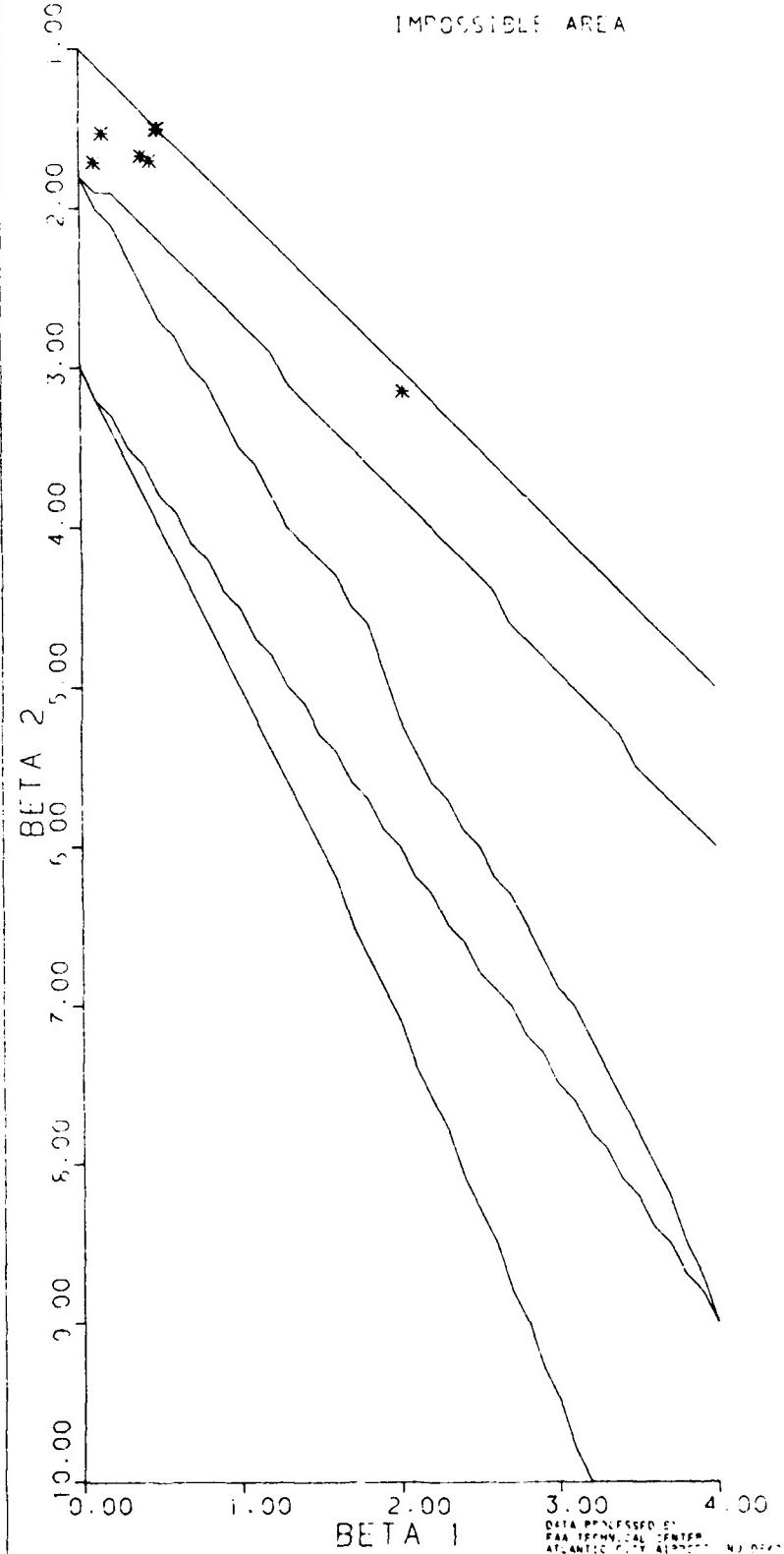
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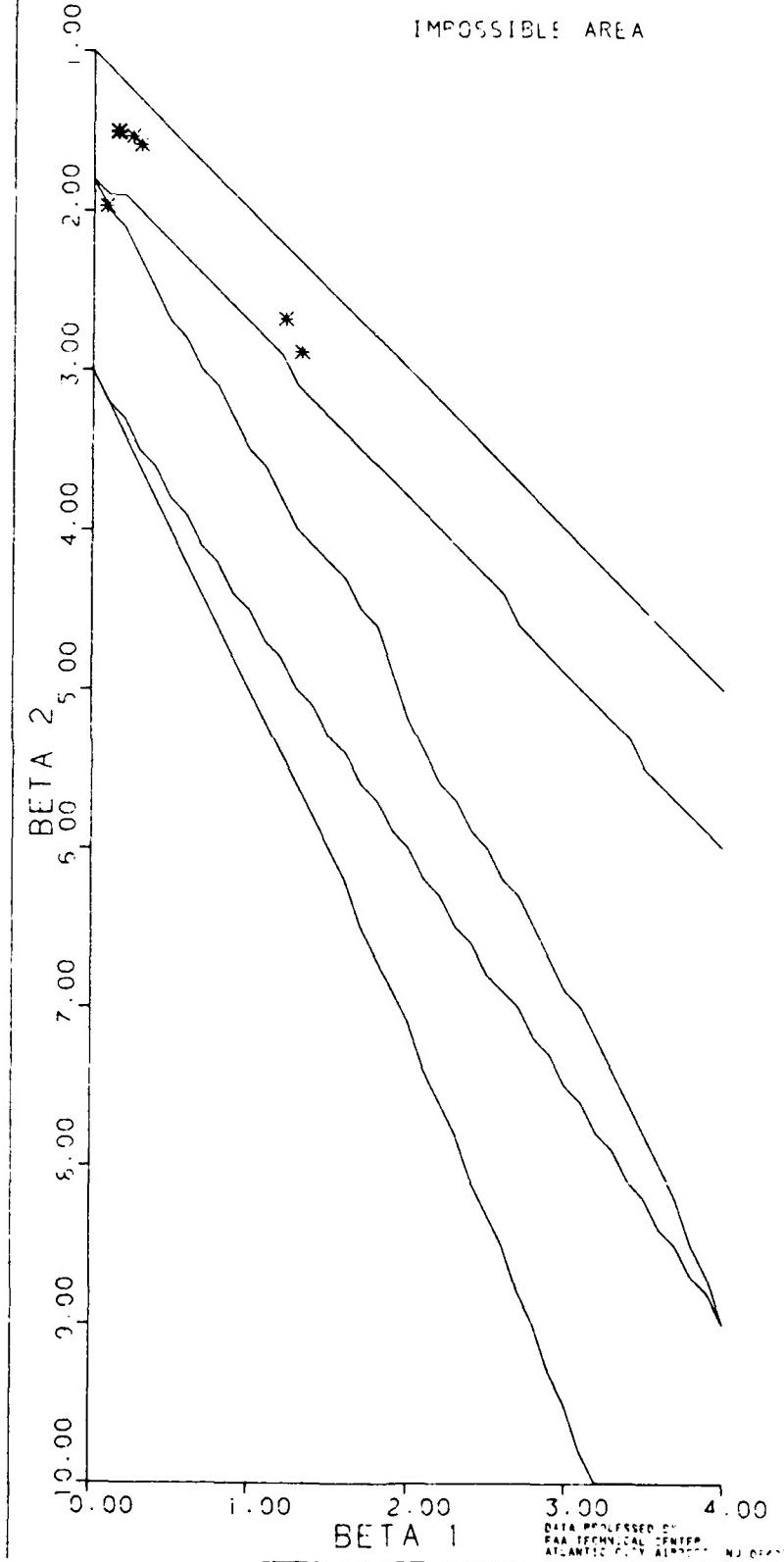
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CROSSTRACK POSITION (FT)



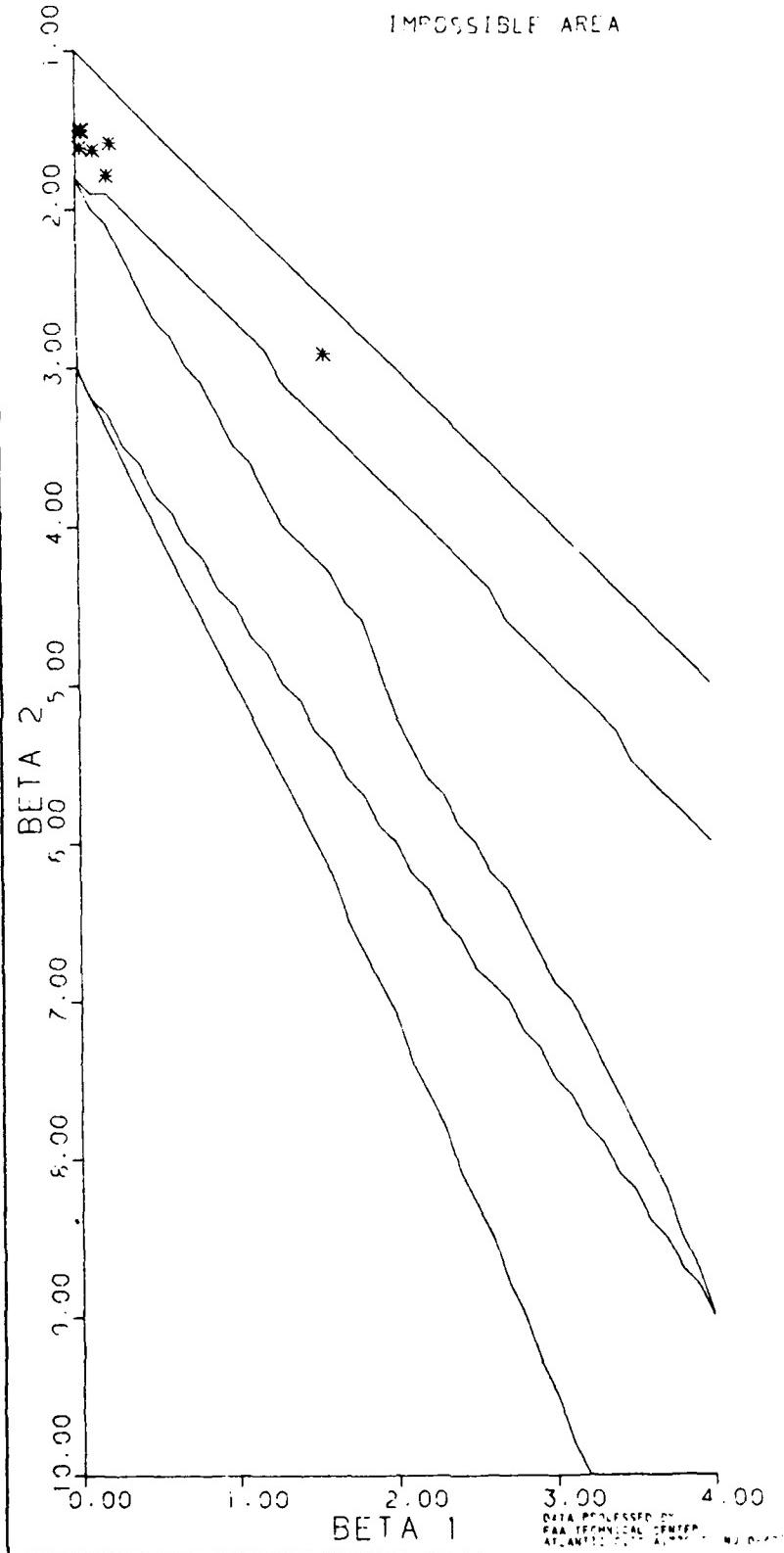
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ALTITUDE (FT)



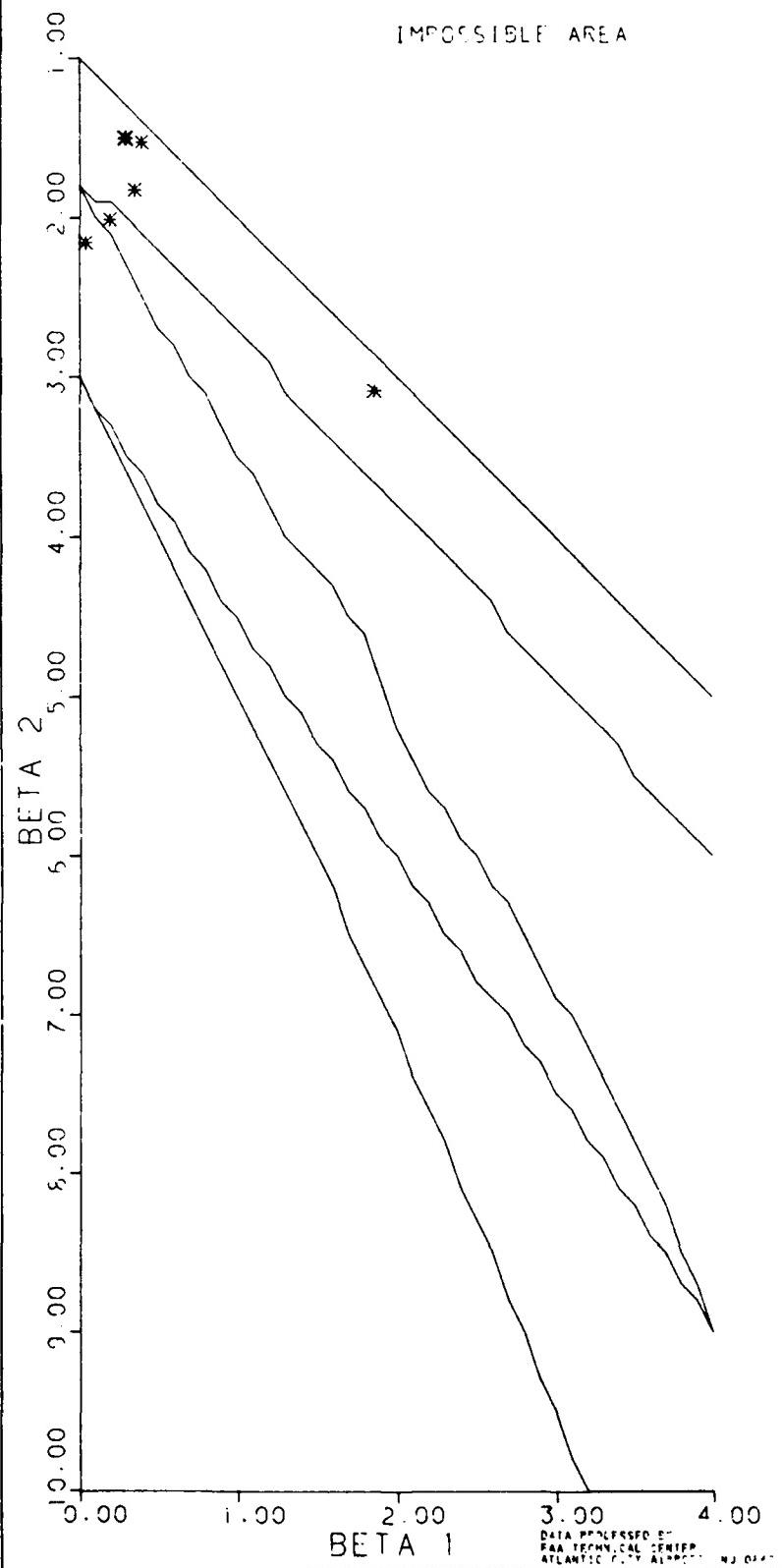
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CROSSTRACK VELOCITY (FPM)



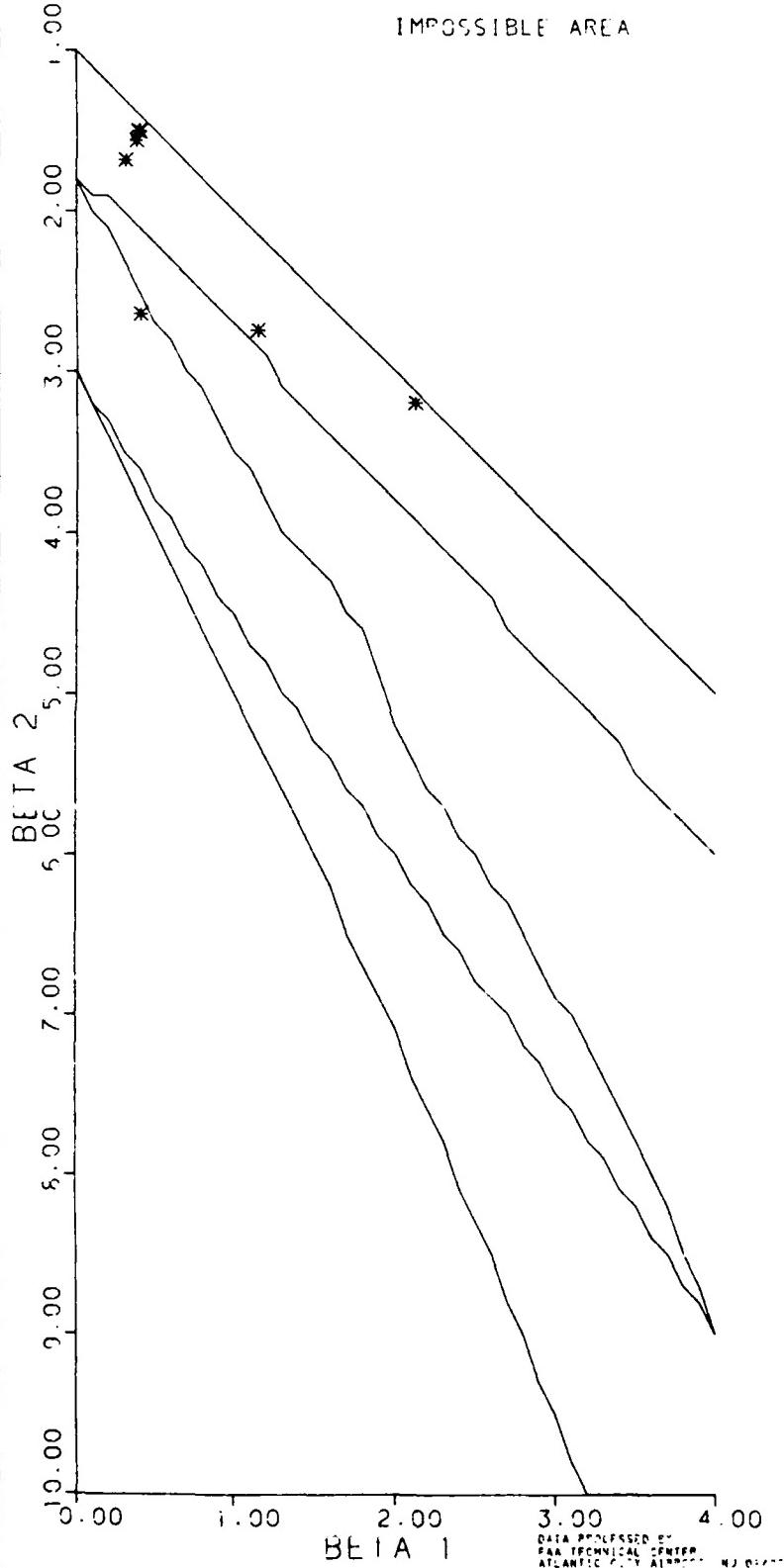
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ALONGTRACK VELOCITY (FPM)



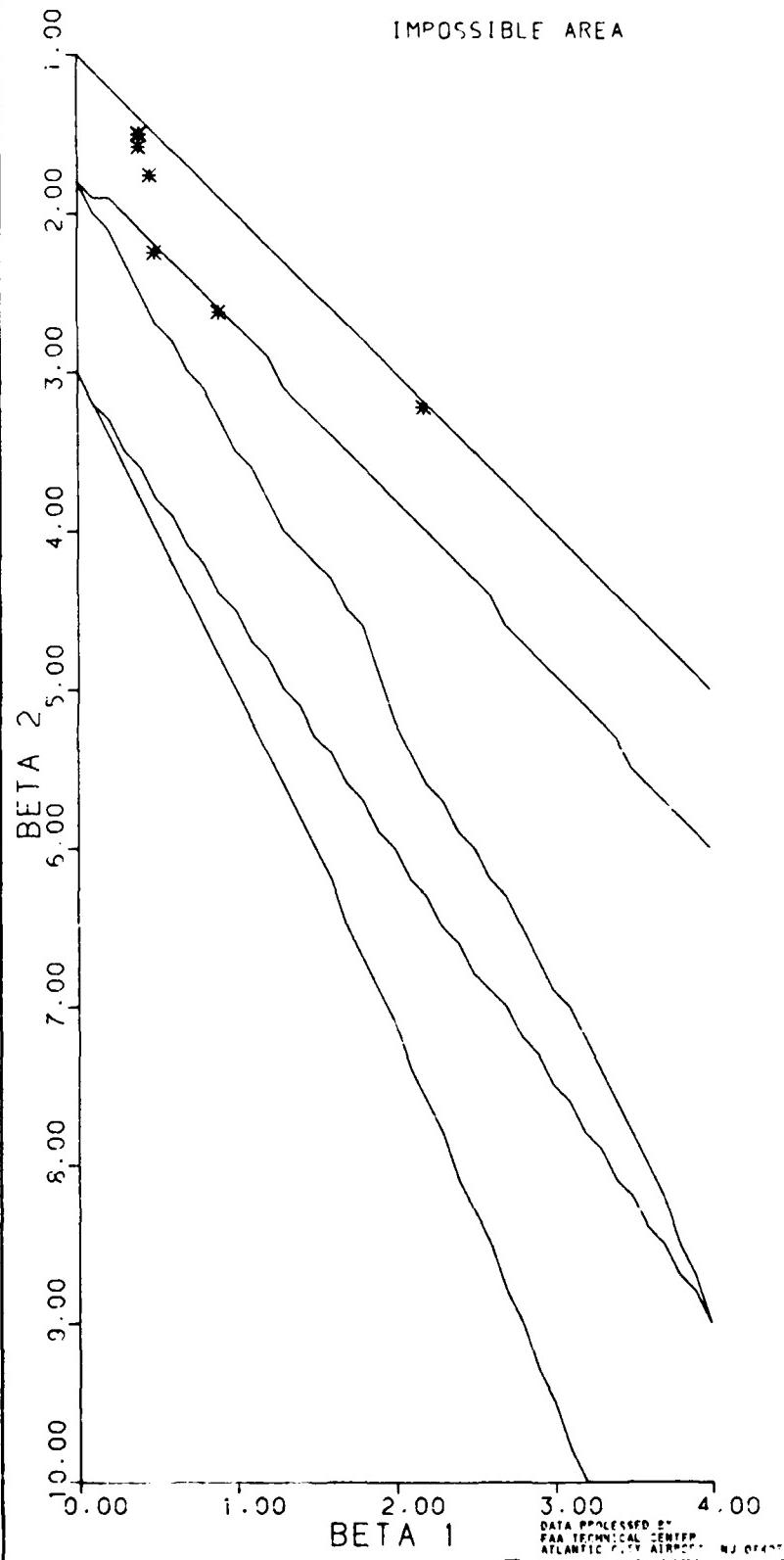
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VERTICAL VELOCITY (FPM)



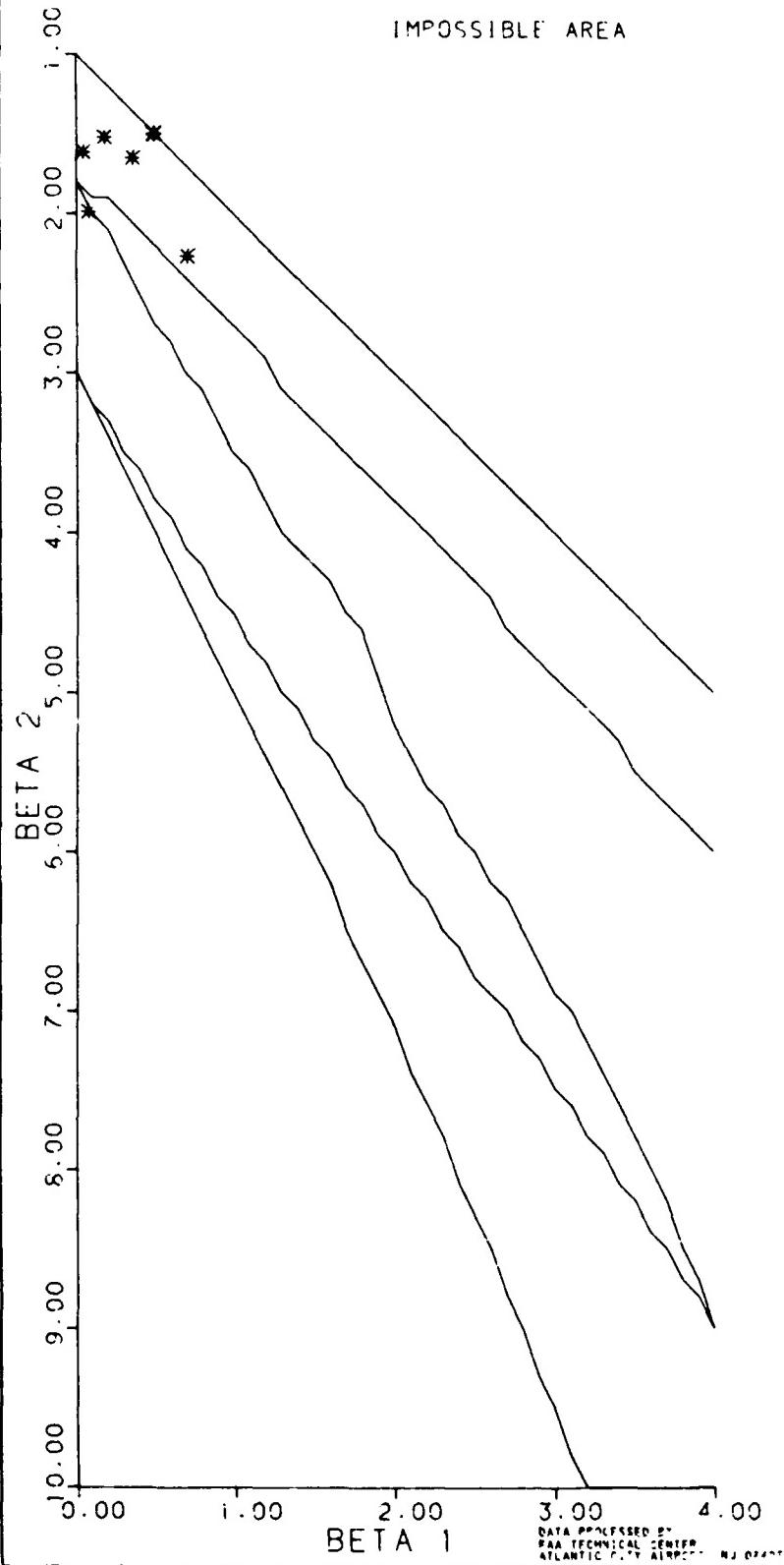
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GROUNDSPEED (KNOTS)



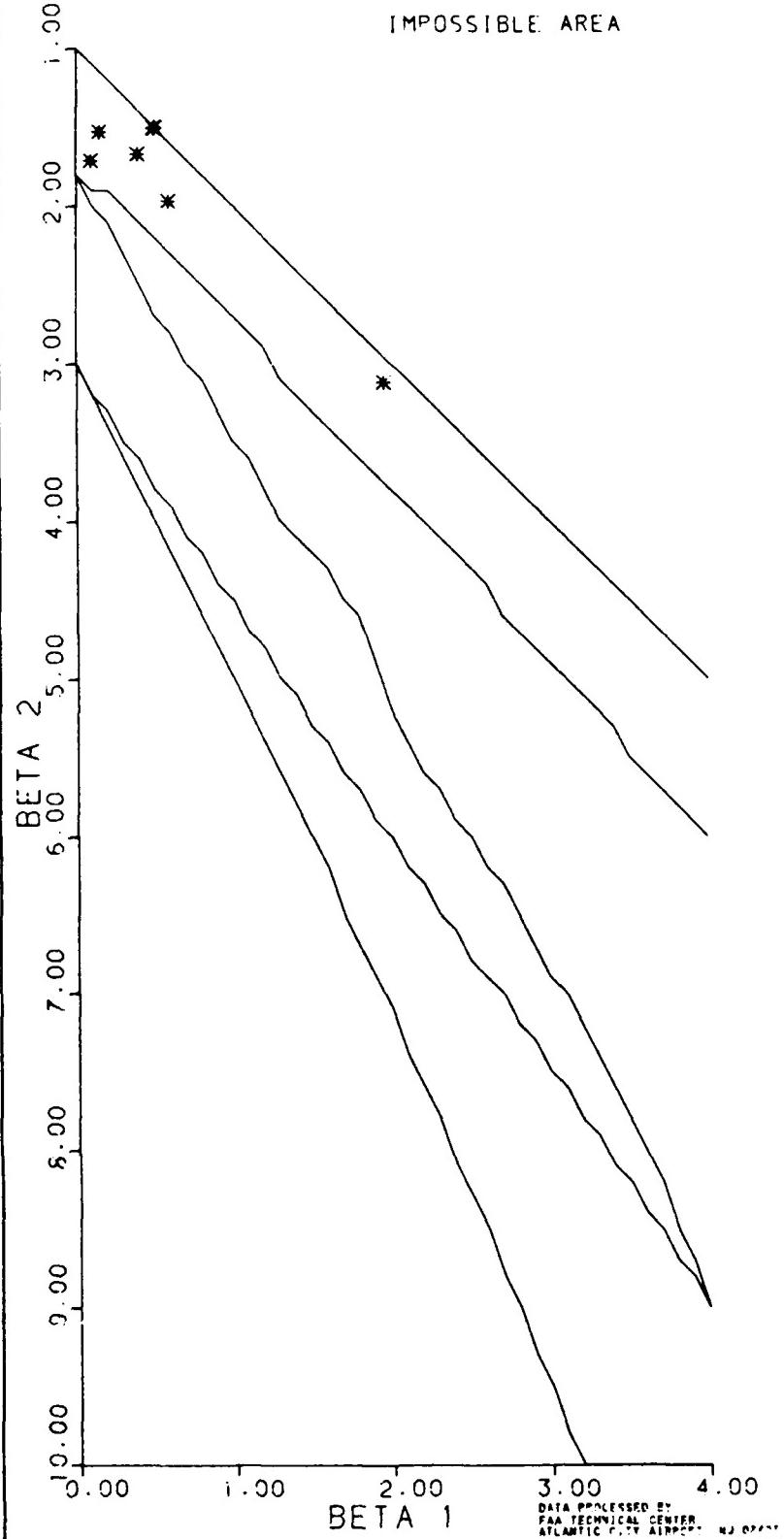
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ALONGPATH SPEED (KNOTS)



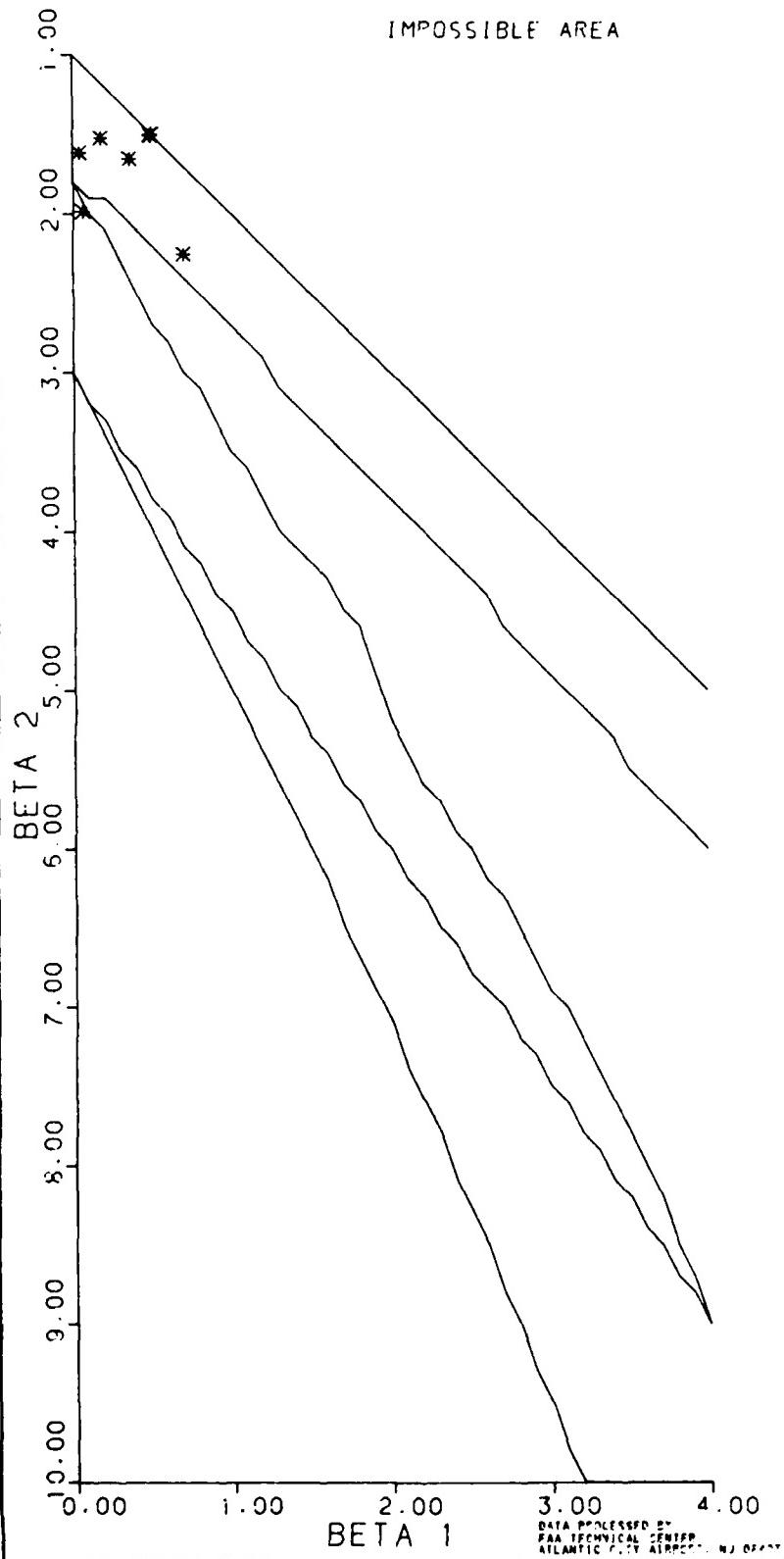
DISTRIBUTION ANALYSIS -- OHS ONLY  
2.00 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG)



VMC DISTRIBUTION ANALYSIS -- OHS ONLY  
12.00 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- OHS ONLY  
12.00 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG)



APPENDIX D

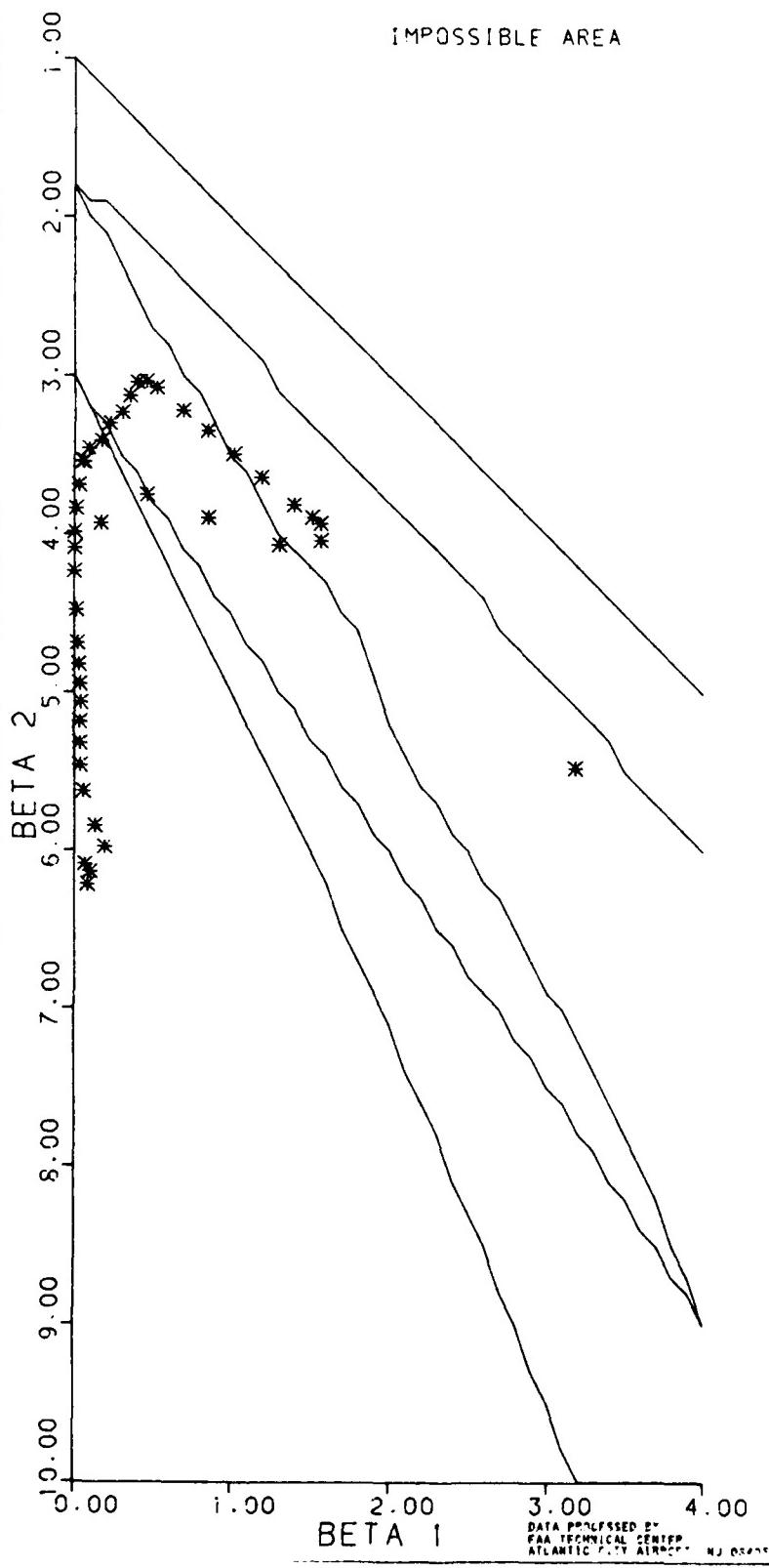
PEARSON PRODUCT MOMENT PLOTS FOR ALL AIRCRAFT DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot the order of the plots are explained here.

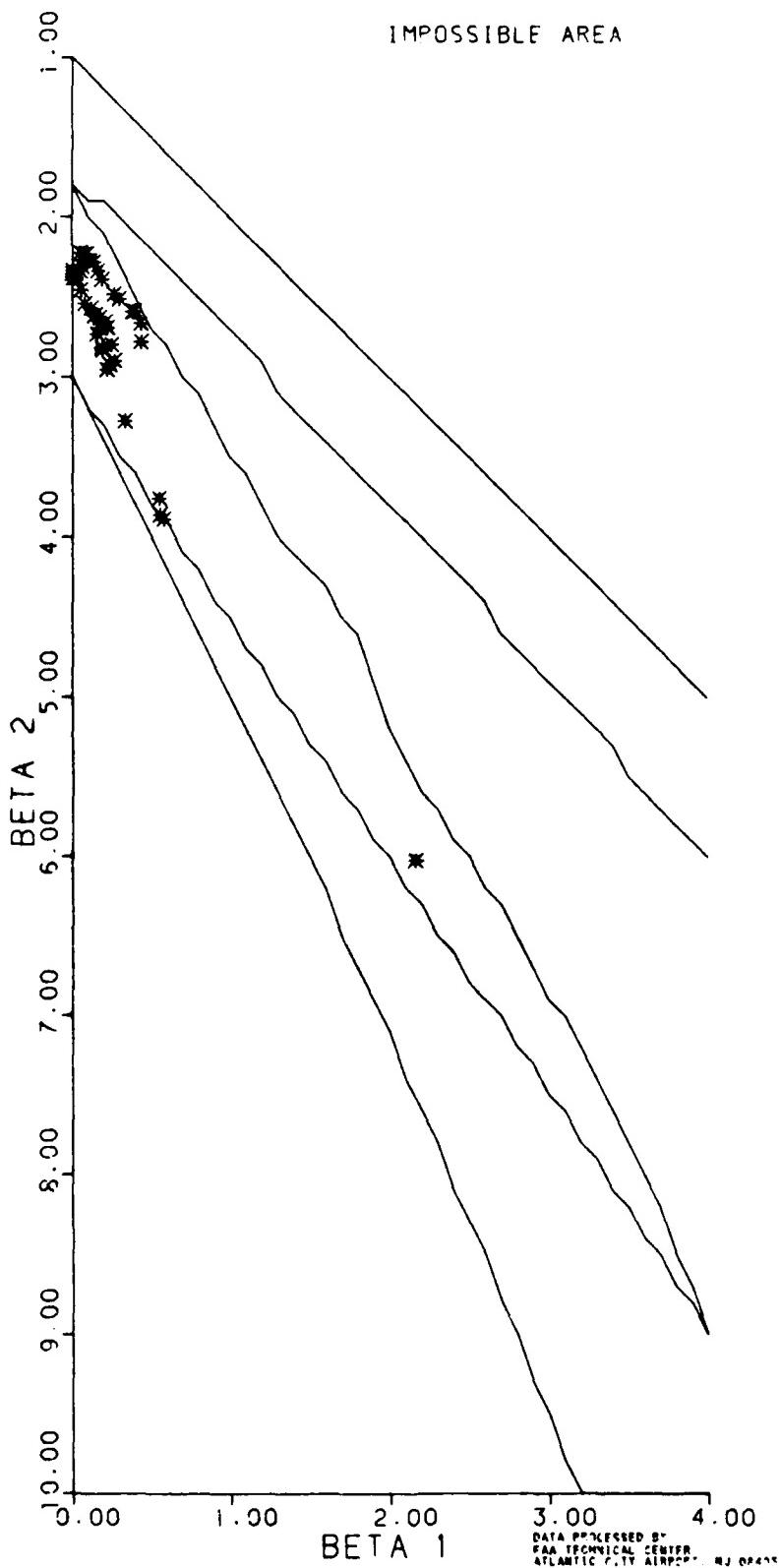
There are four major divisions of the plots they are (in order of presentation); straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^{\circ}$ ,  $8.00^{\circ}$ , and  $10.00^{\circ}$  approaches. For departures they are:  $7.125^{\circ}$ ,  $10.00^{\circ}$ , and  $12.00^{\circ}$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along-track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

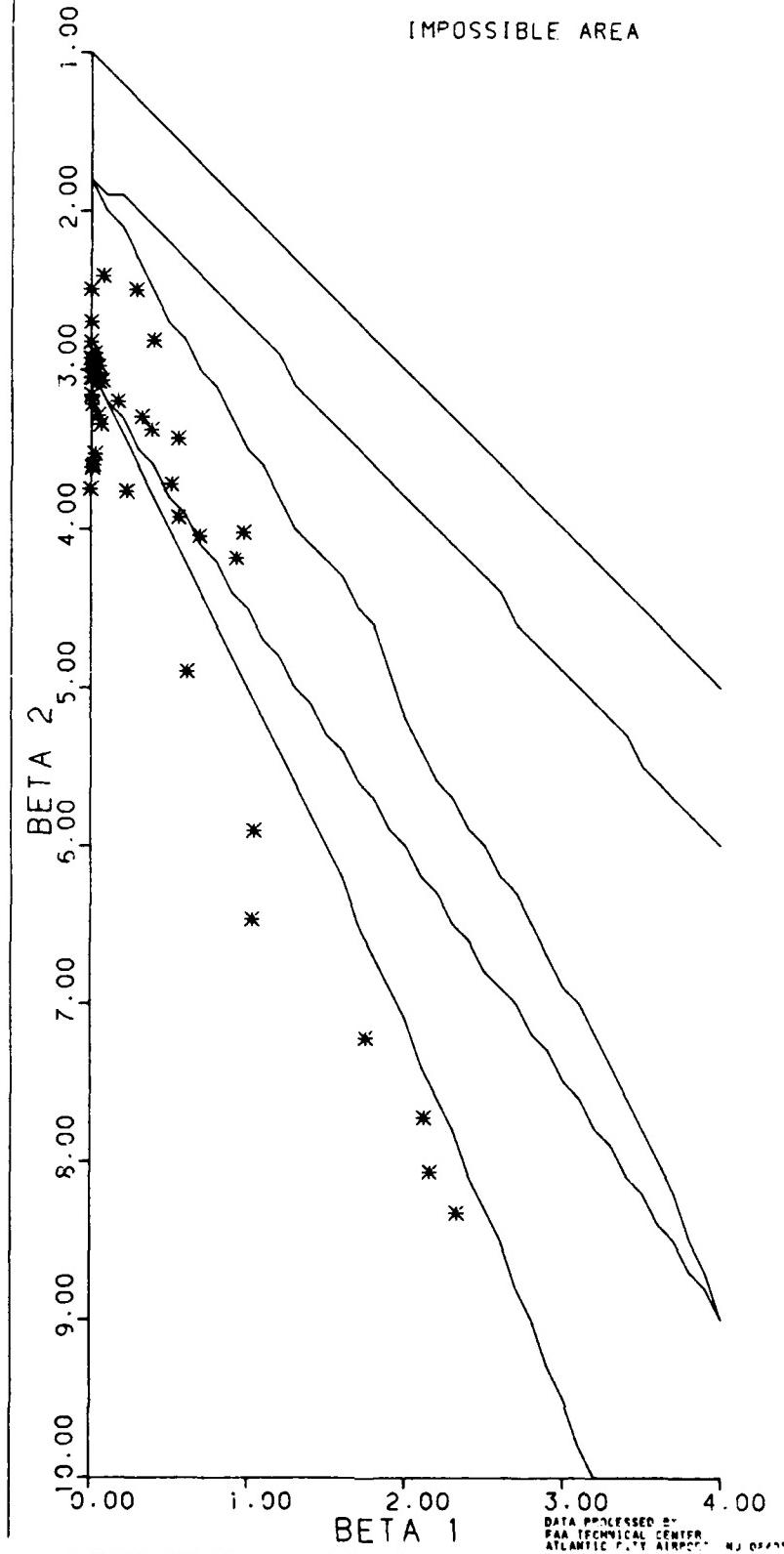
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
7.125 DEGREE STRAIGHT IN APPROACHES  
CROSSTRAK POSITION (FT)



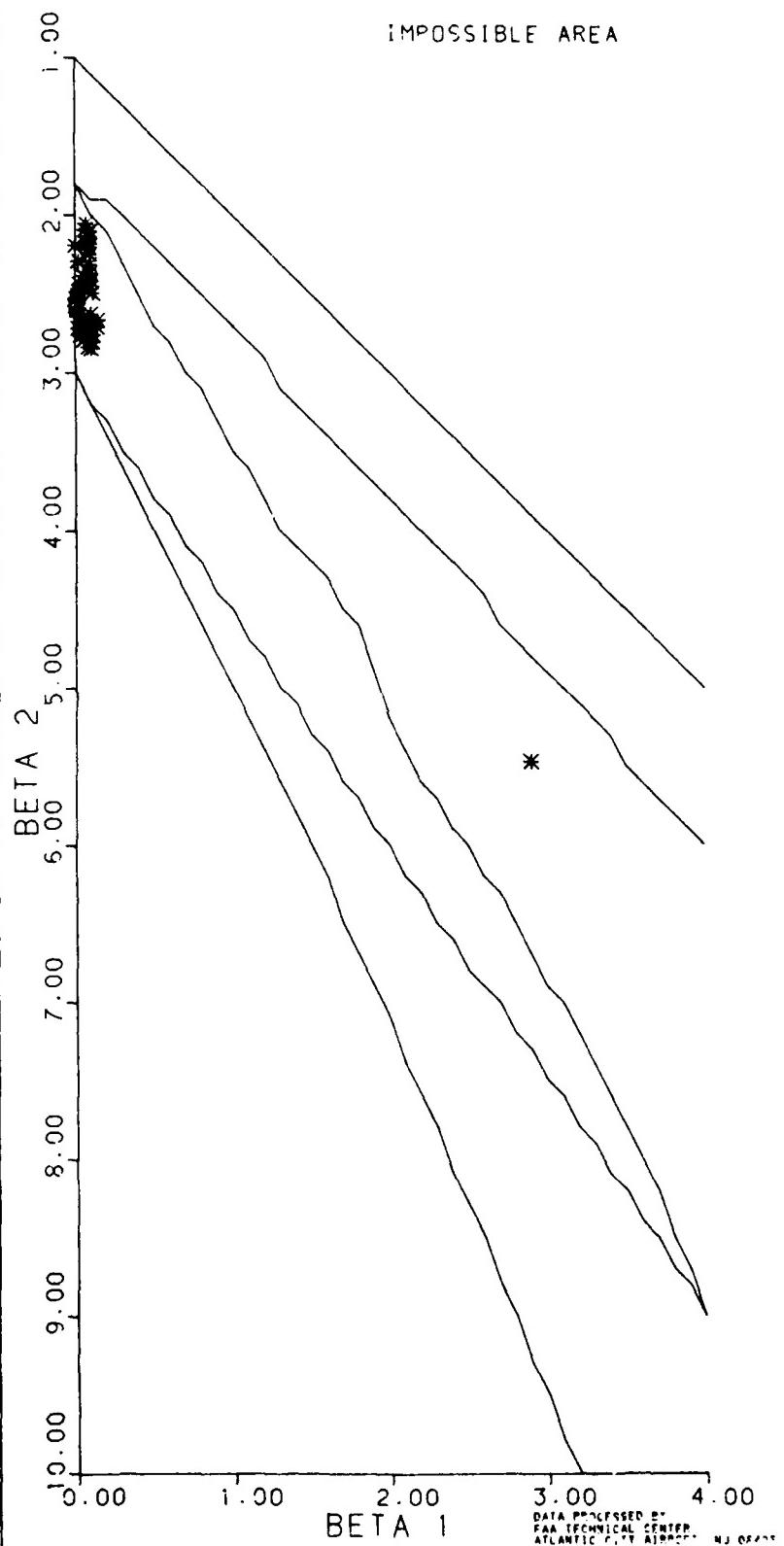
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
7.125 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT)



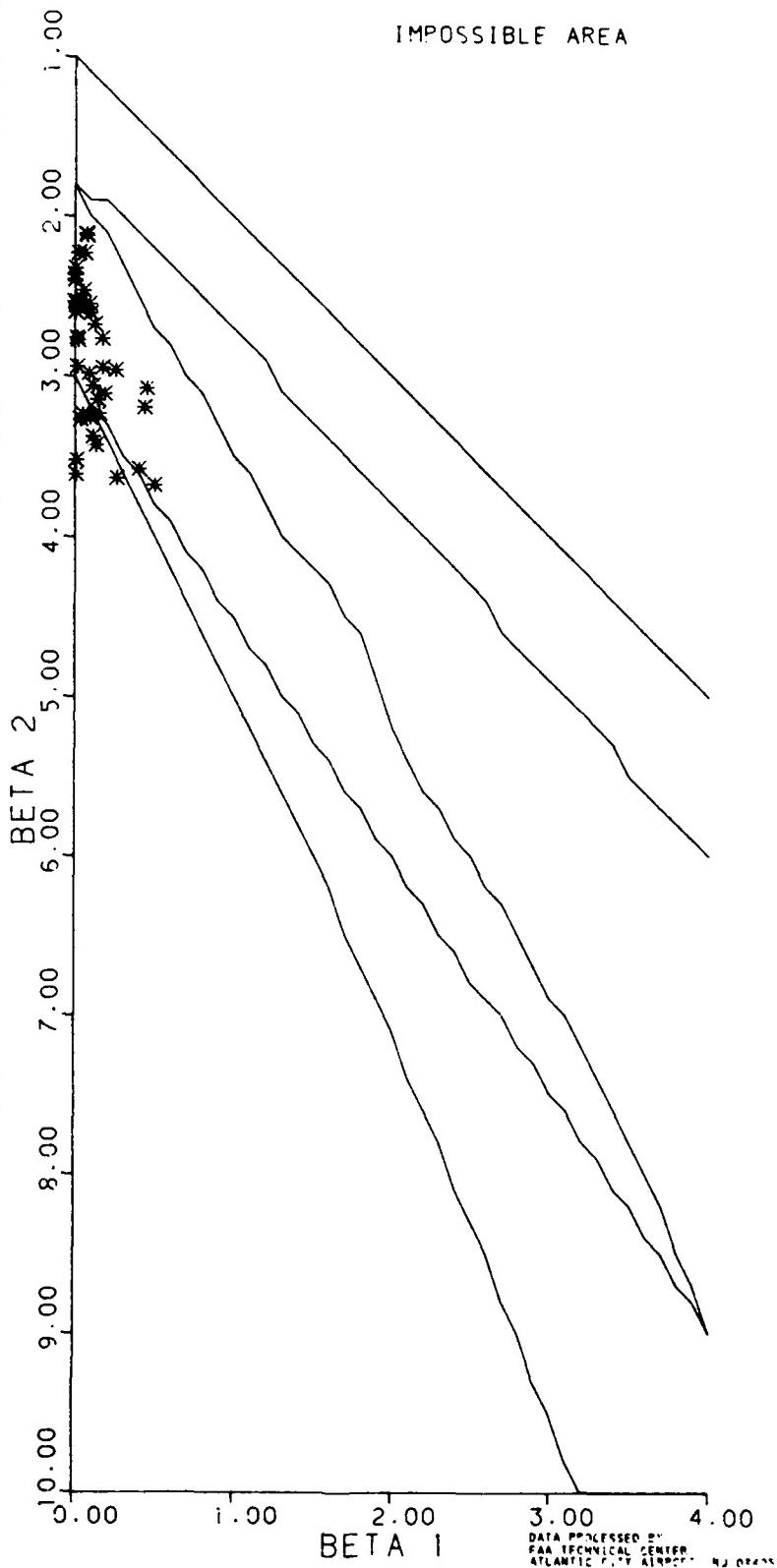
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
7.125 DEGREE STRAIGHT IN APPROACHES  
CROSSTRACK VELOCITY (FPM)



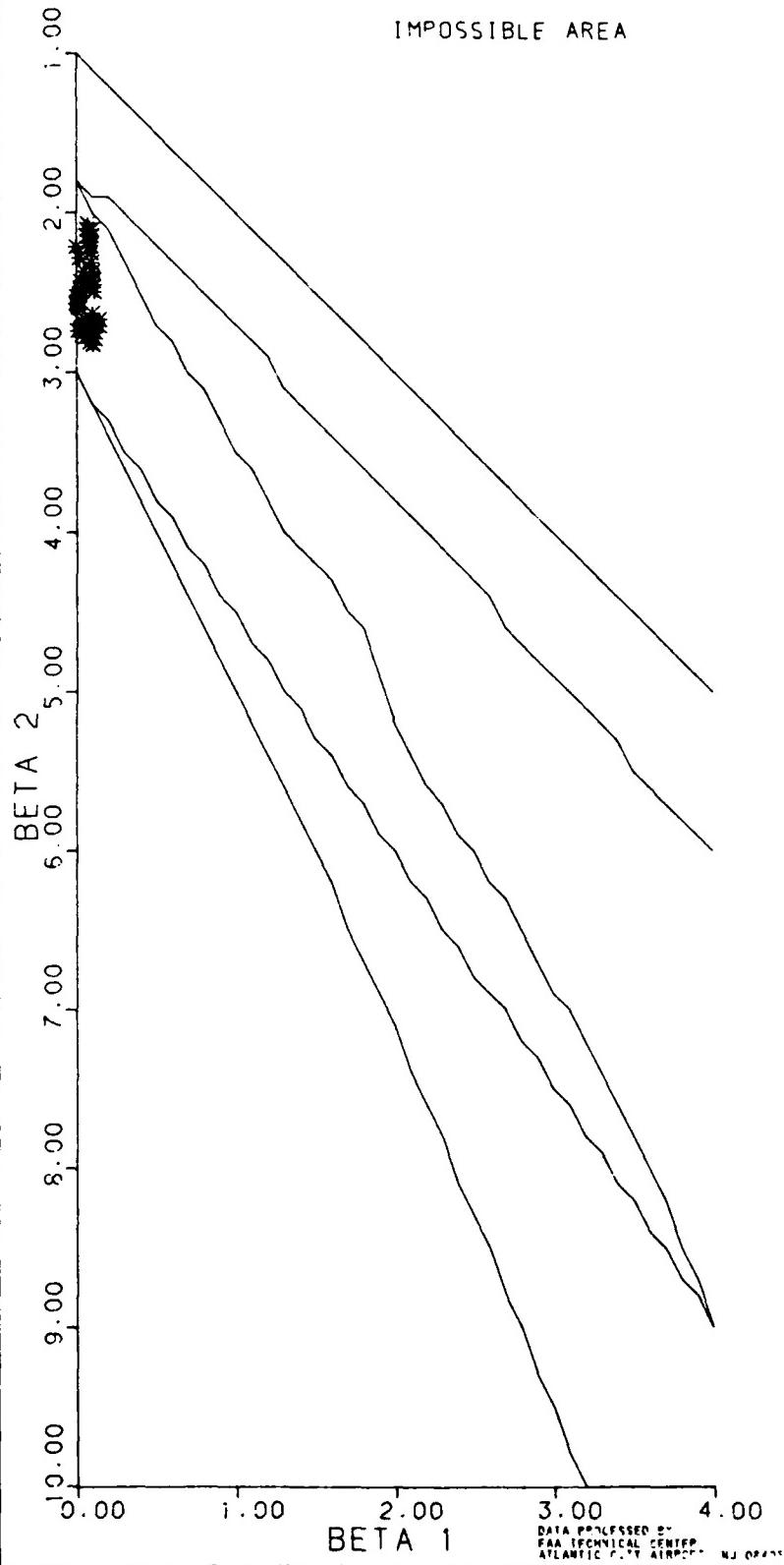
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
7.125 DEGREE STRAIGHT IN APPROACHES  
ALONGTRACK VELOCITY (FPM)



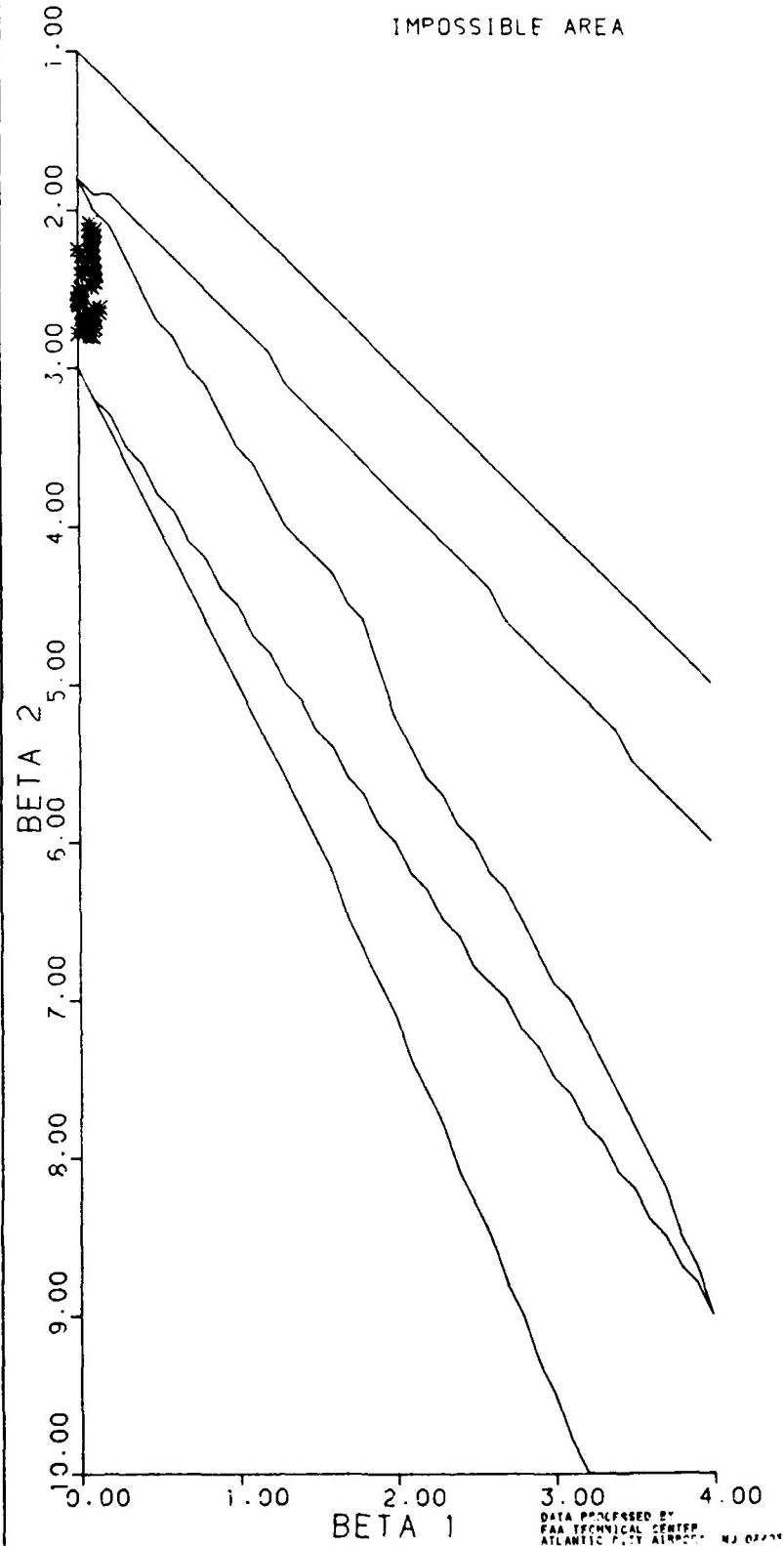
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
7.125 DEGREE STRAIGHT IN APPROACHES  
VERTICAL VELOCITY (FPM)



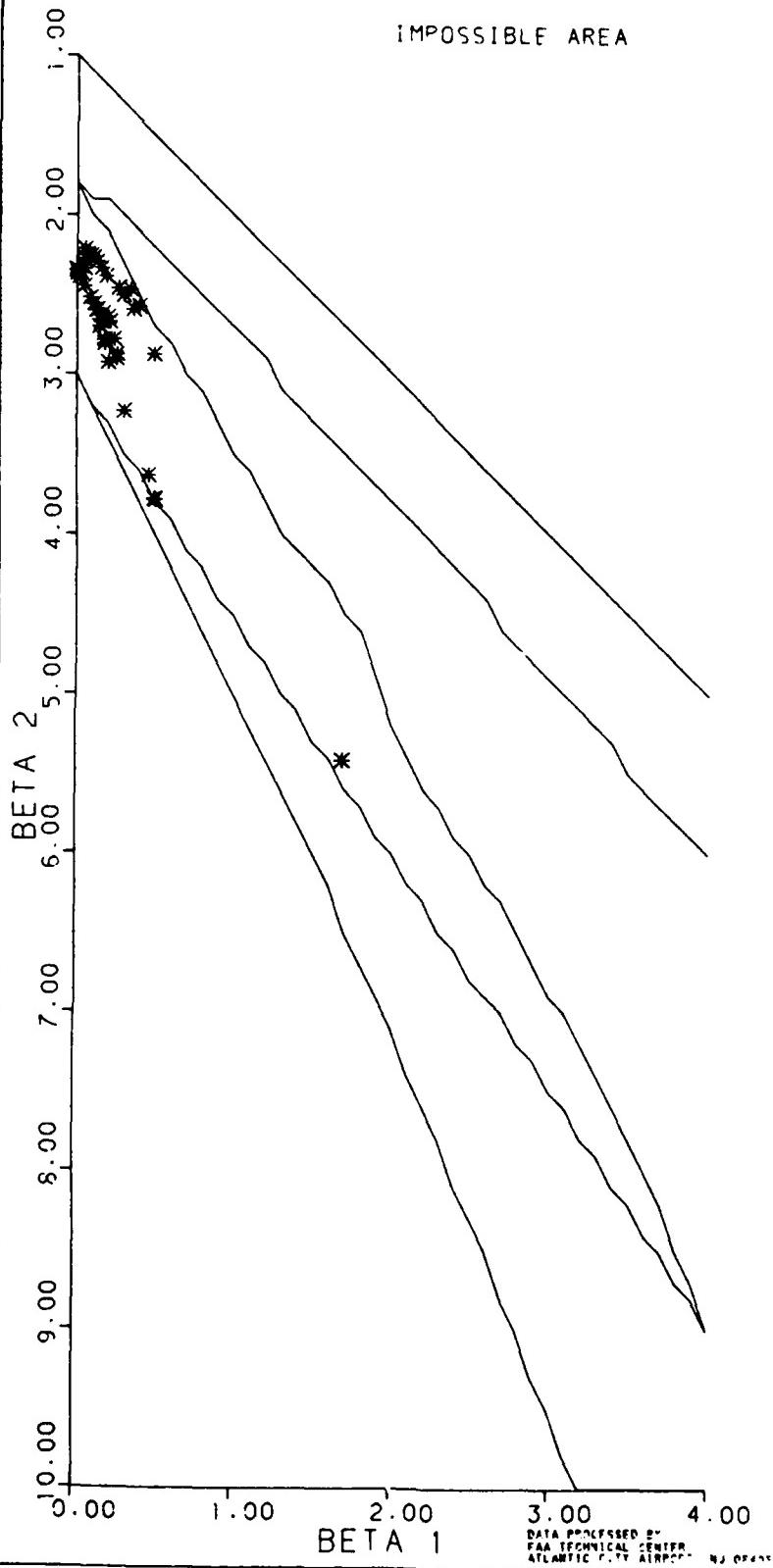
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GROUNDSPEED (KNOTS)



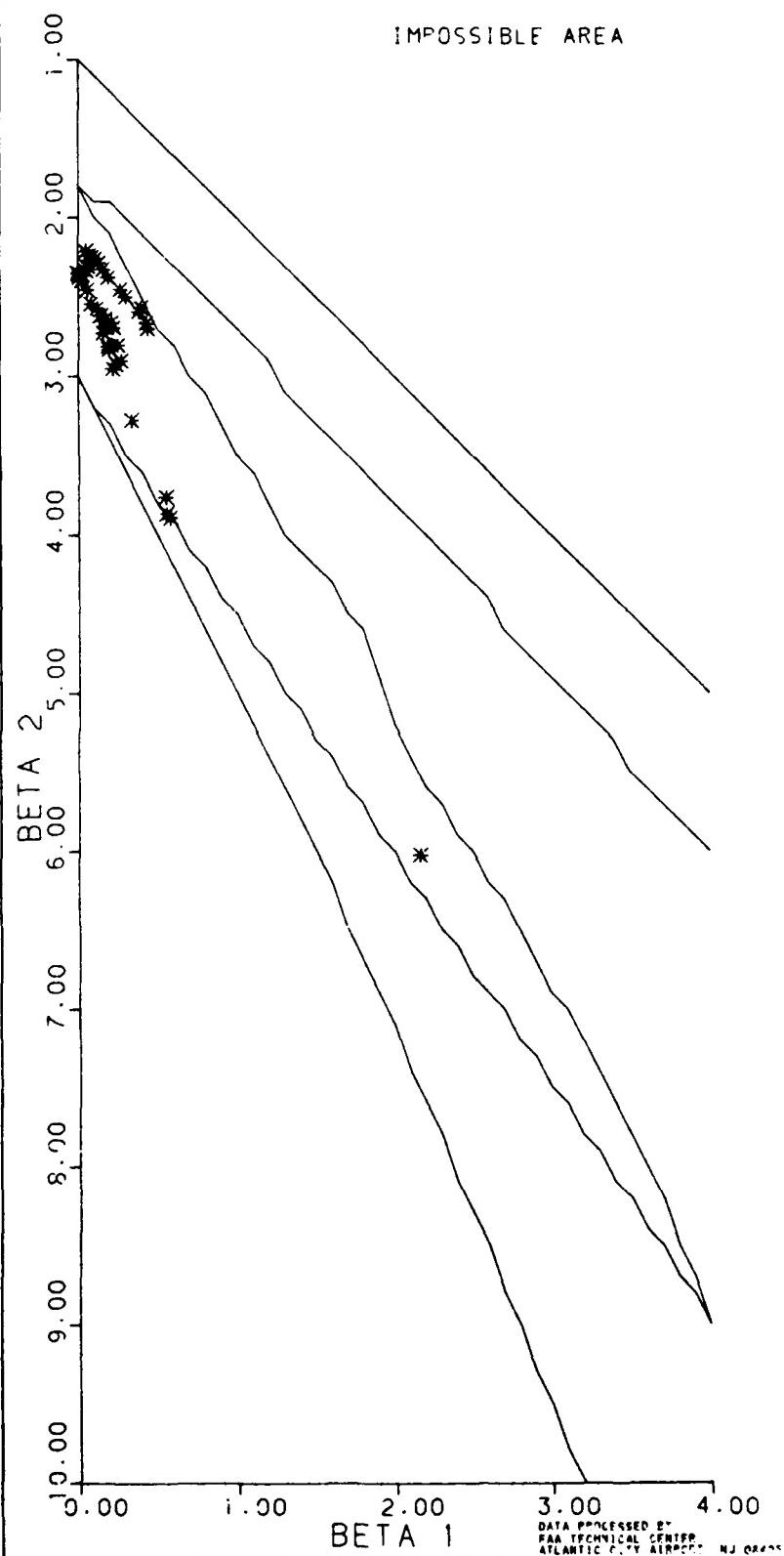
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ALONGPATH SPEED (KNOTS)



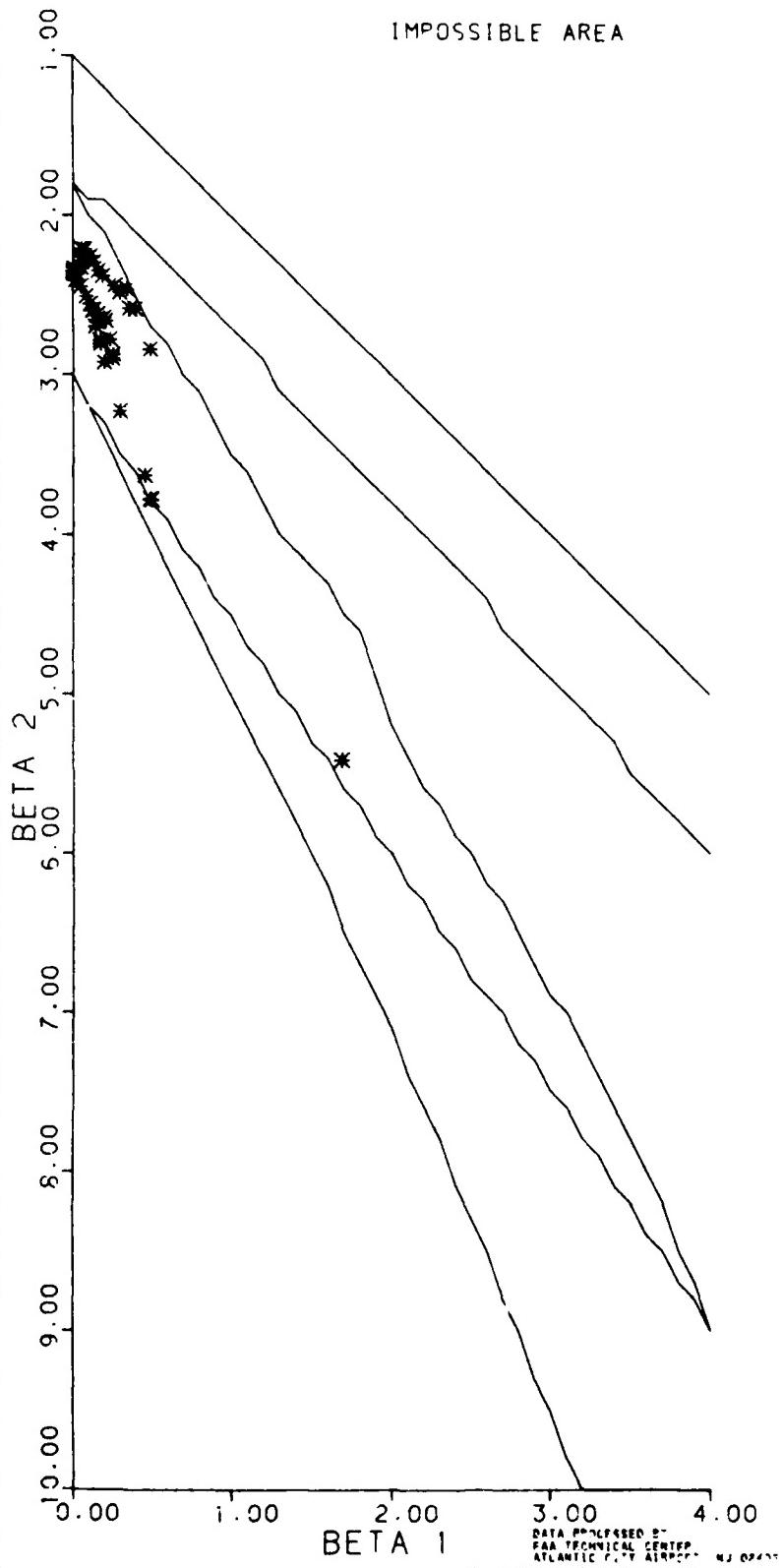
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7.125 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG)



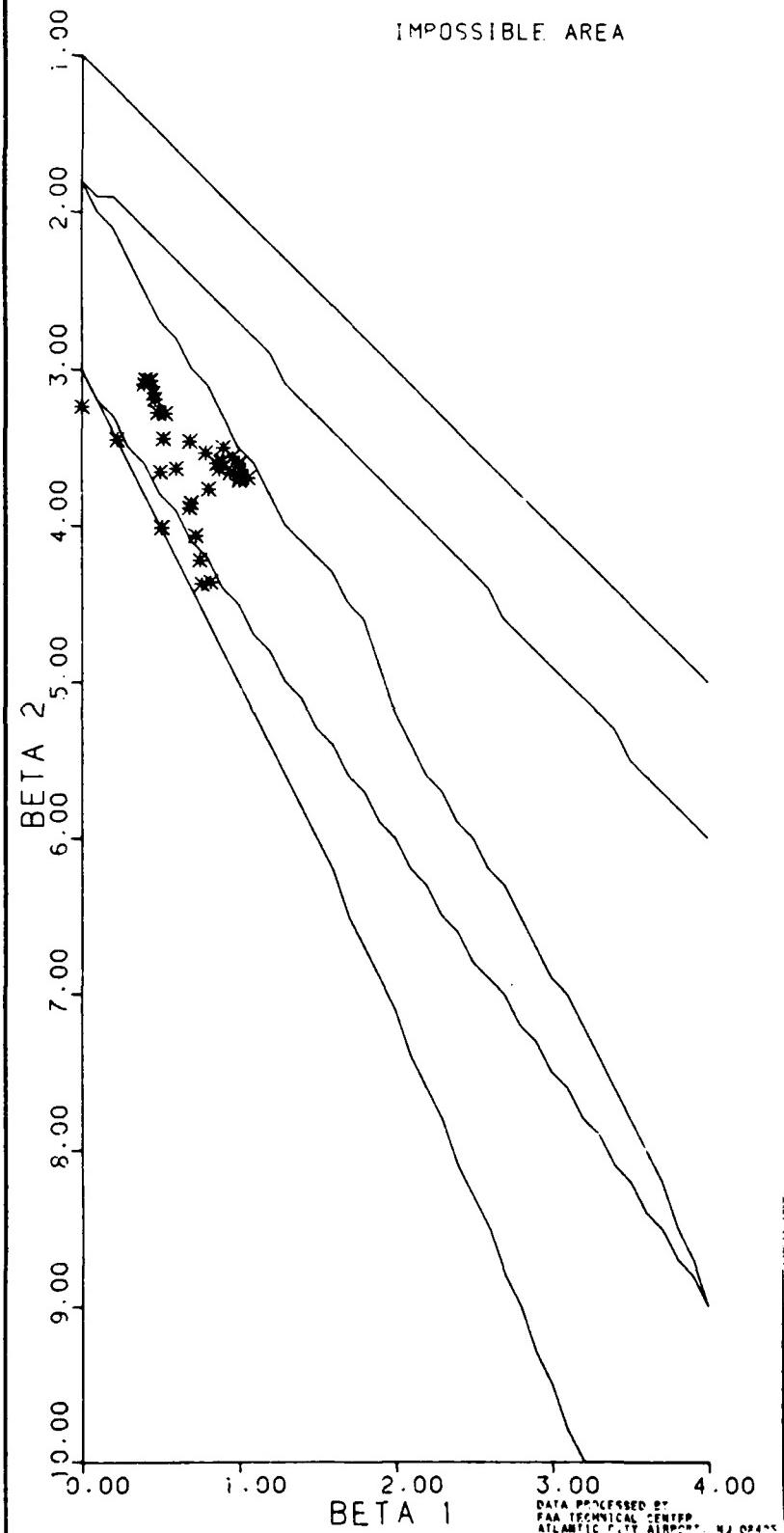
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
7.125 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE ERROR (FT)



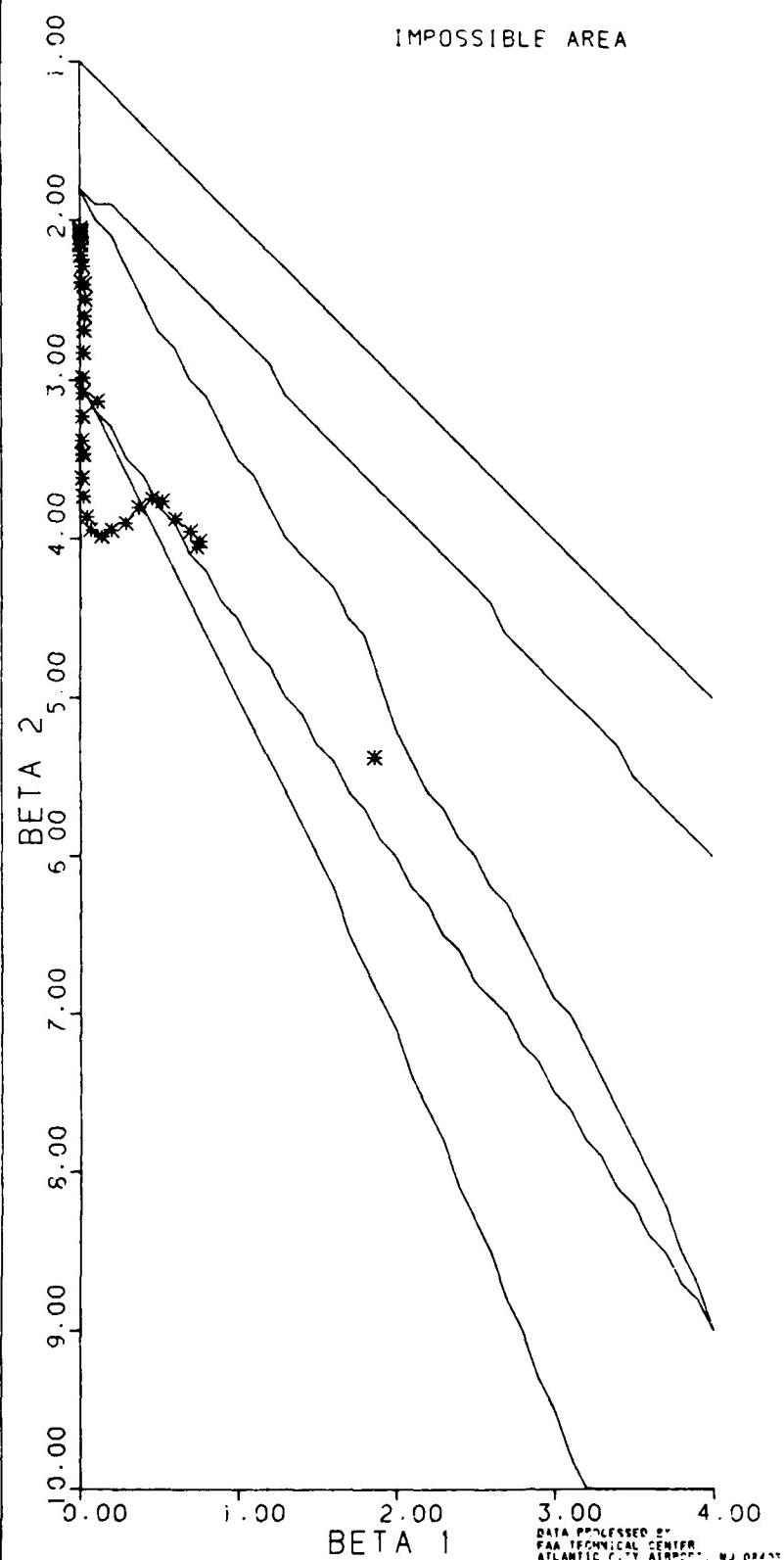
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
7.125 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG)



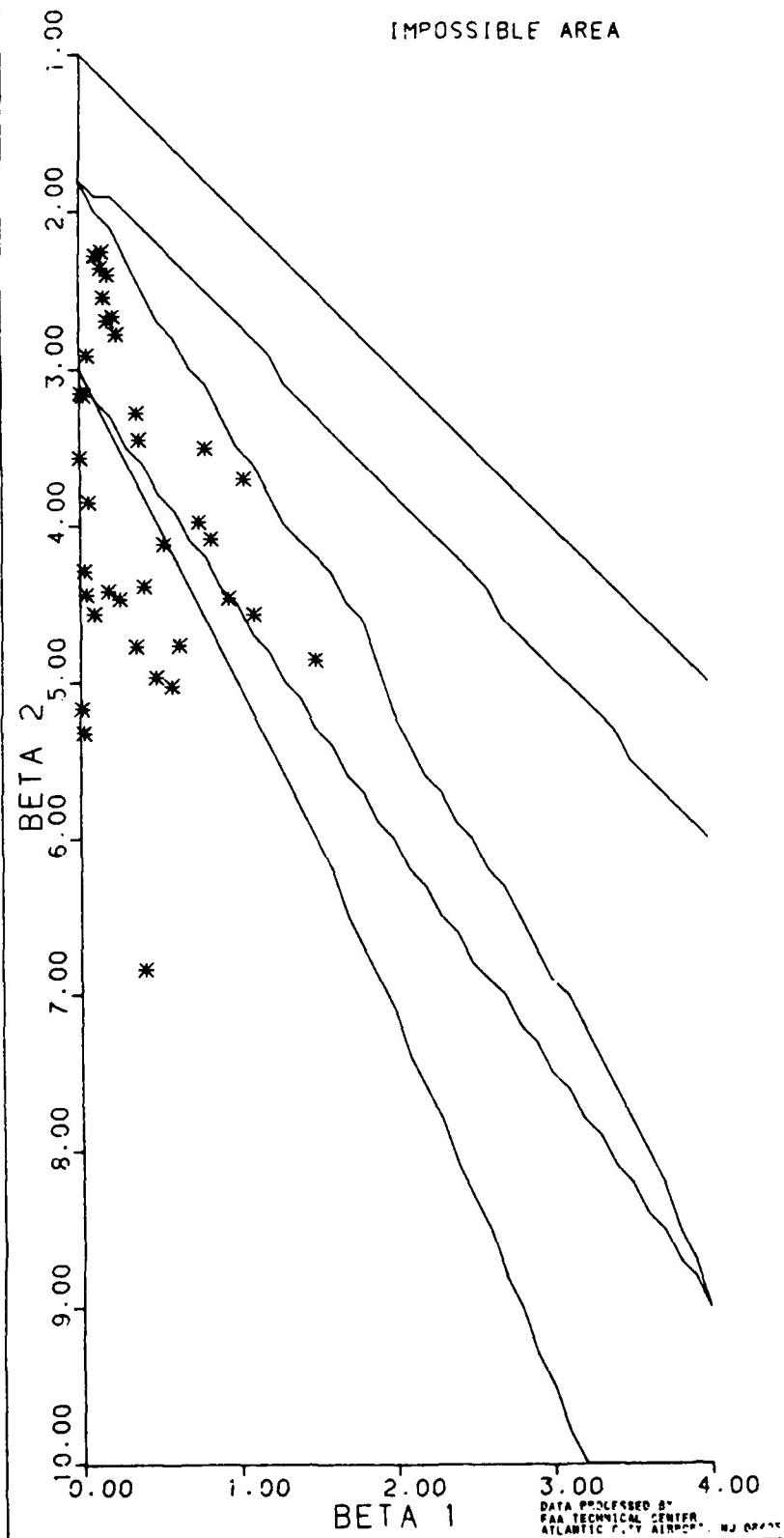
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
8.000 DEGREE STRAIGHT IN APPROACHES  
CROSSTRAK POSITION (FT)



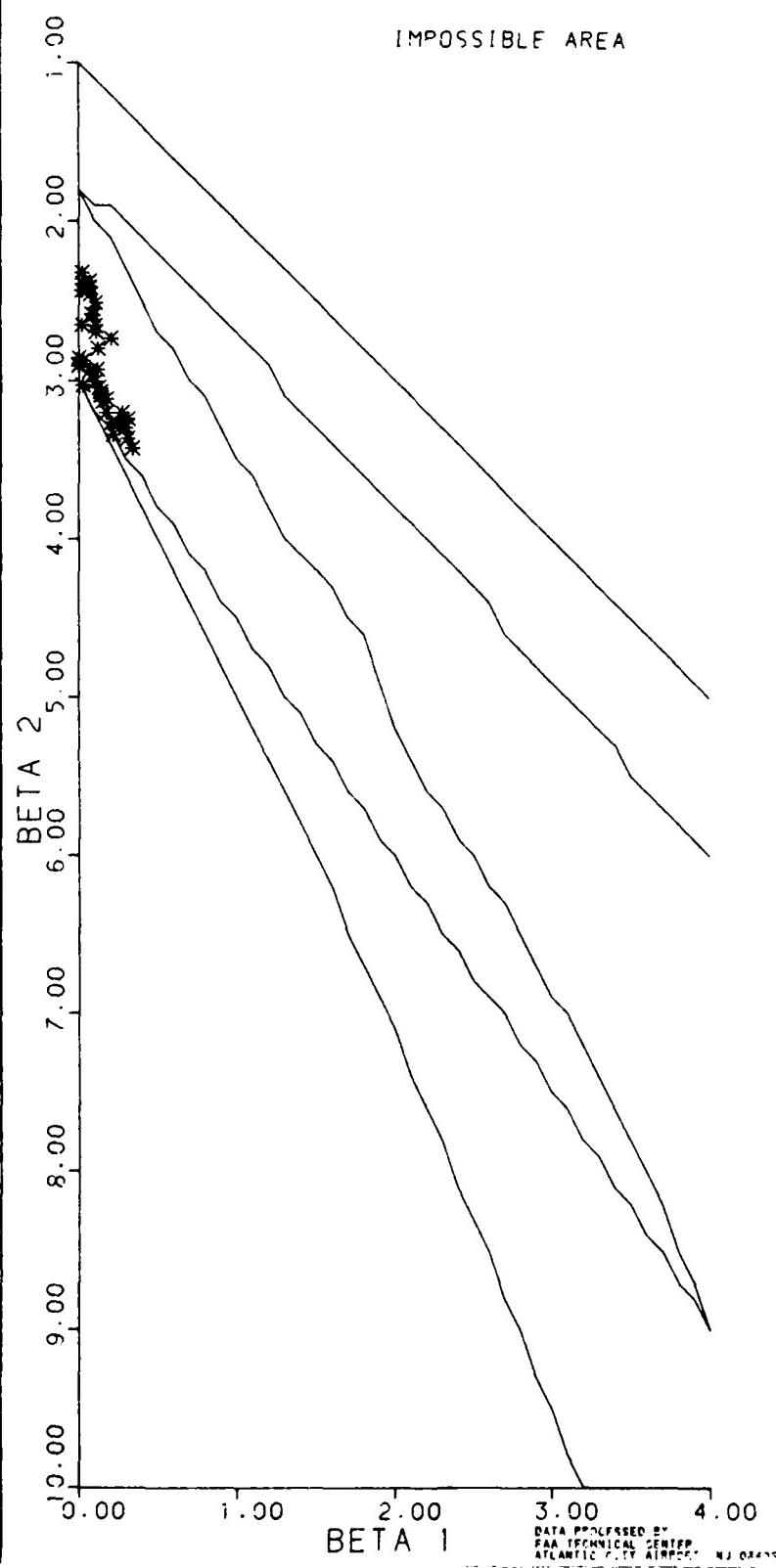
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6.000 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT)



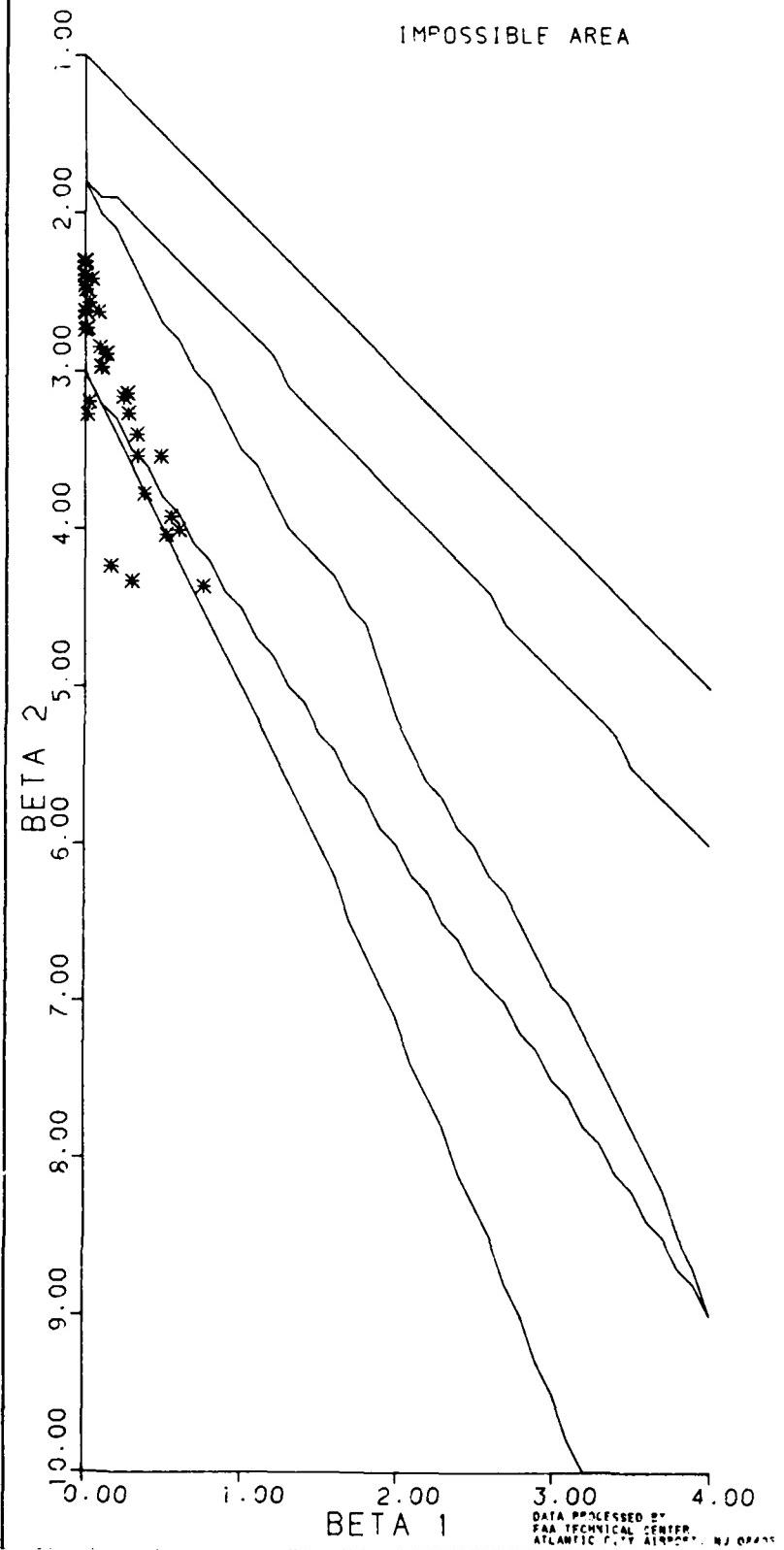
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6.000 DEGREE STRAIGHT IN APPROACHES  
CROSSTRAK VELOCITY (FPM)



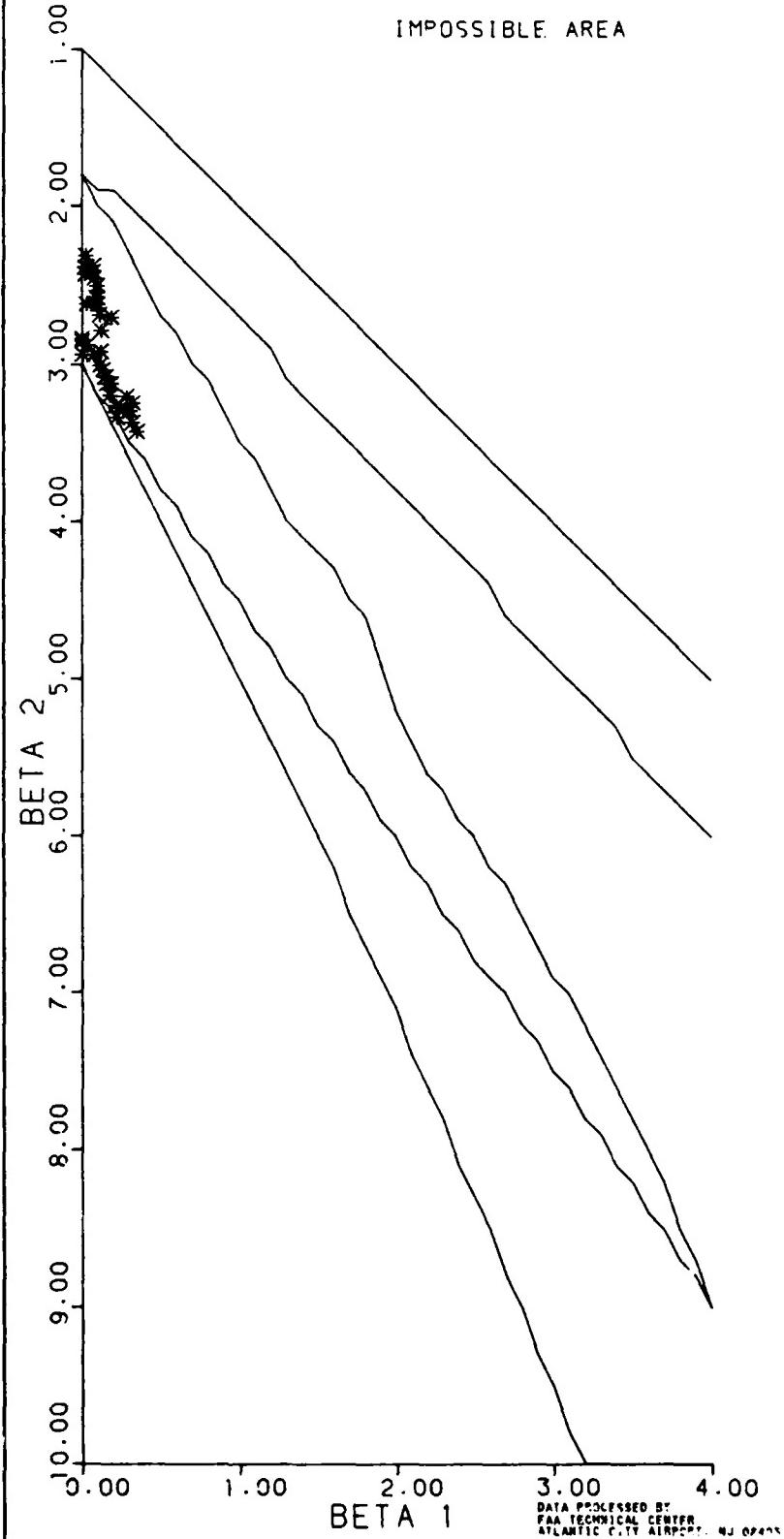
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6.000 DEGREE STRAIGHT IN APPROACHES  
ALONGTRACK VELOCITY (FPM)



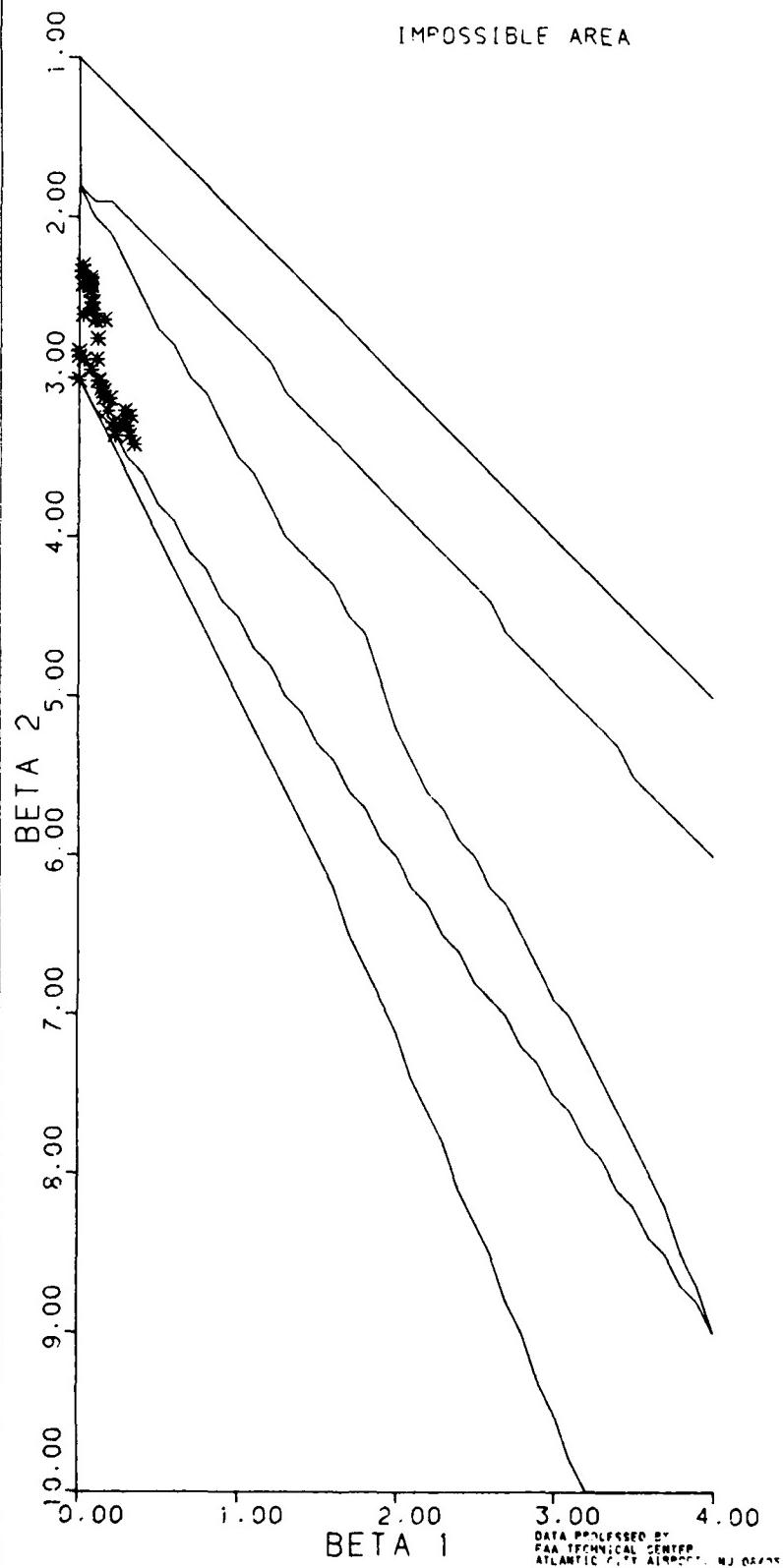
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
8.000 DEGREE STRAIGHT IN APPROACHES  
VERTICAL VELOCITY (FPM)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
8.000 DEGREE STRAIGHT IN APPROACHES  
GROUNDSPEED (KNOTS)

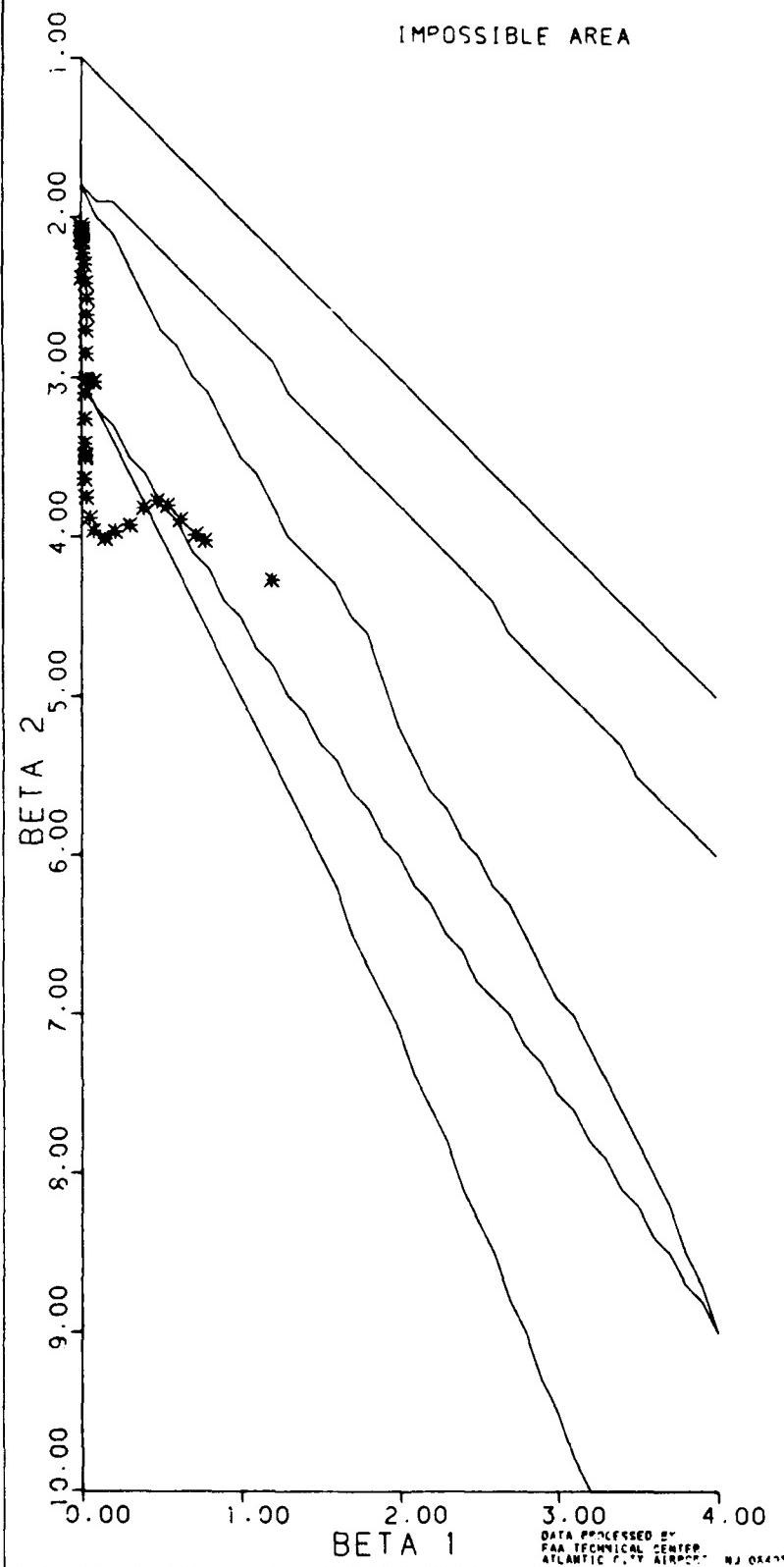


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ALONGPATH SPEED (KNOTS)



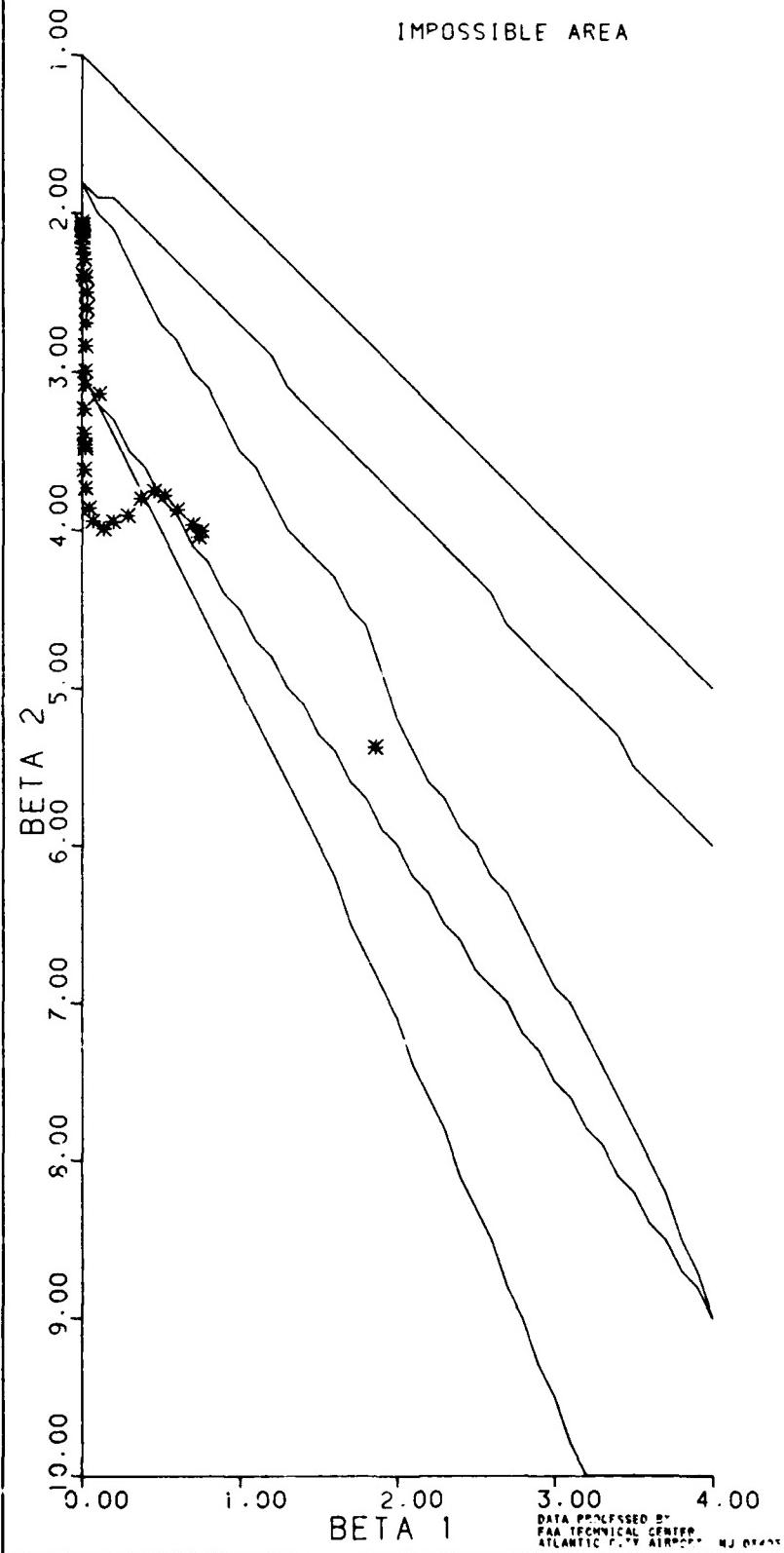
D-17

VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
8.000 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG)

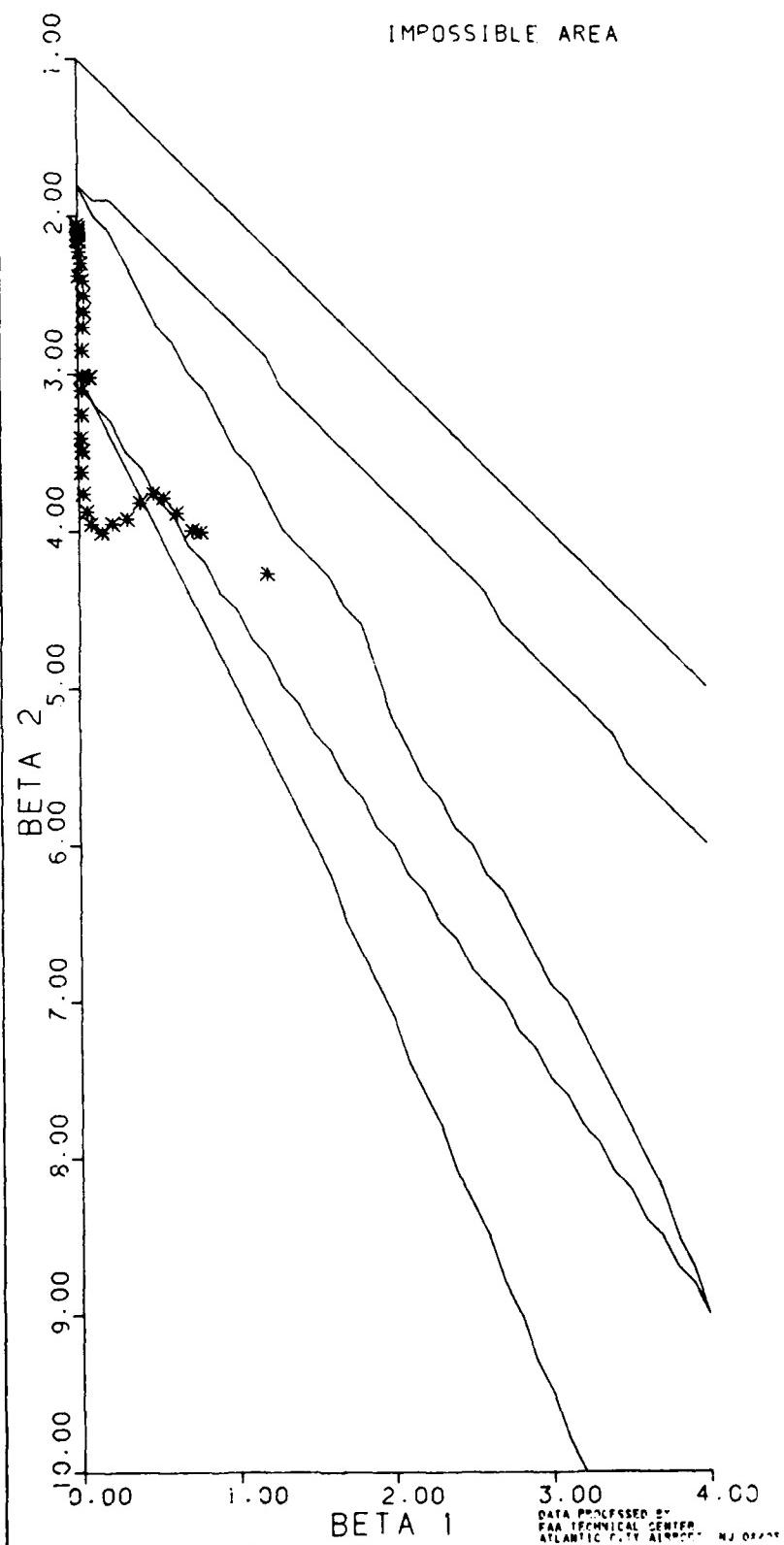


DATA PROCESSED BY  
FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT NJ 08405

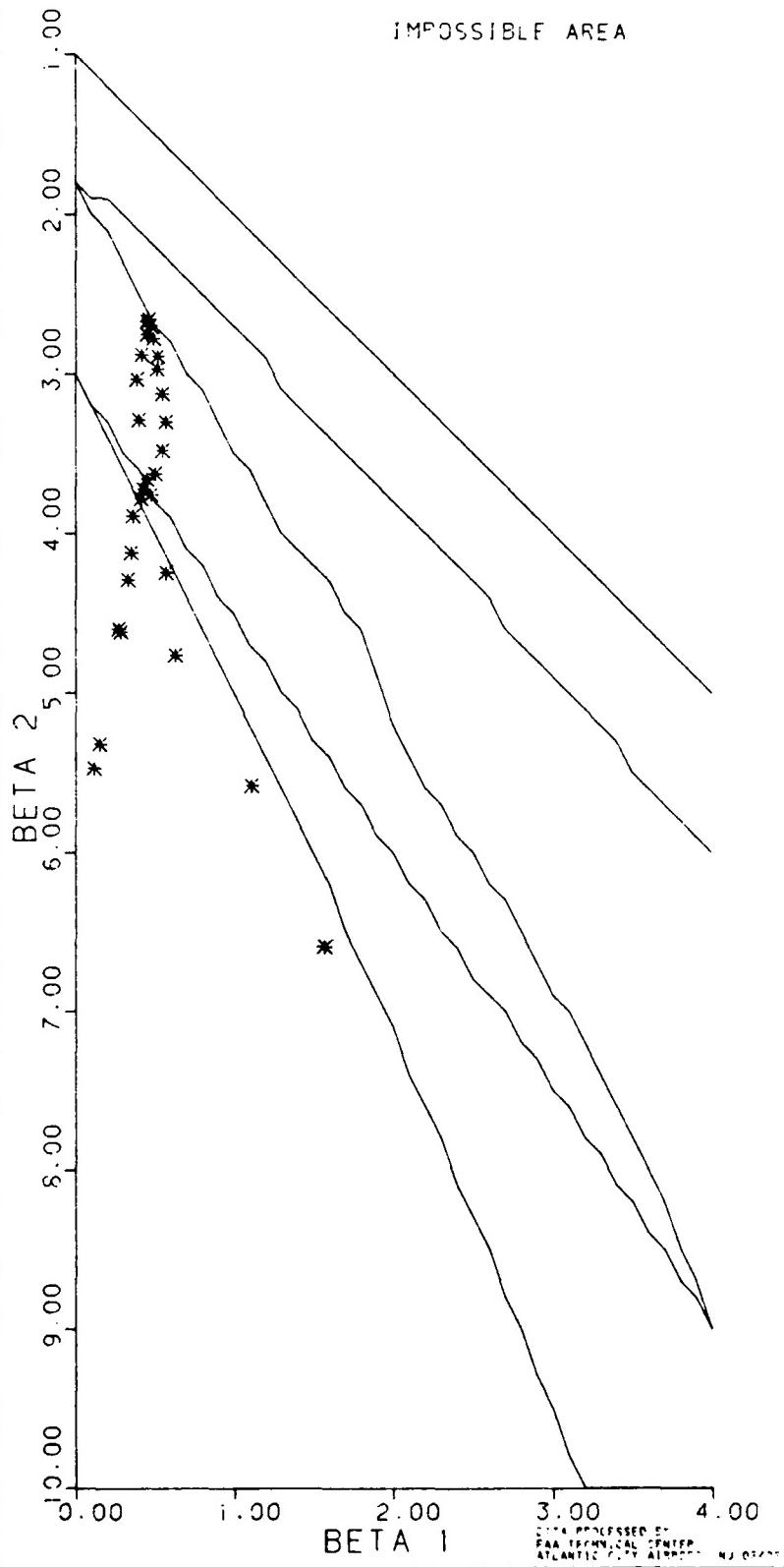
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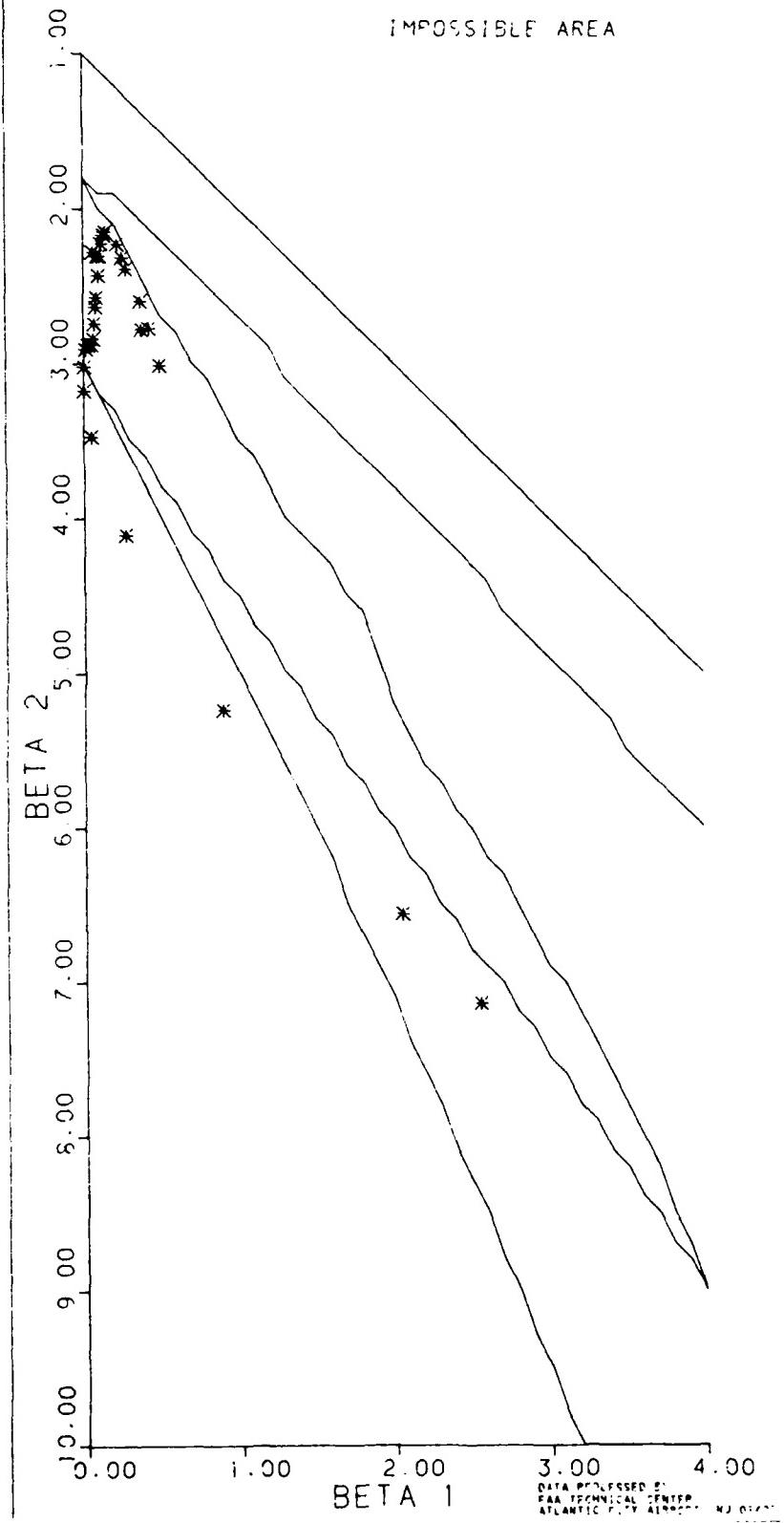
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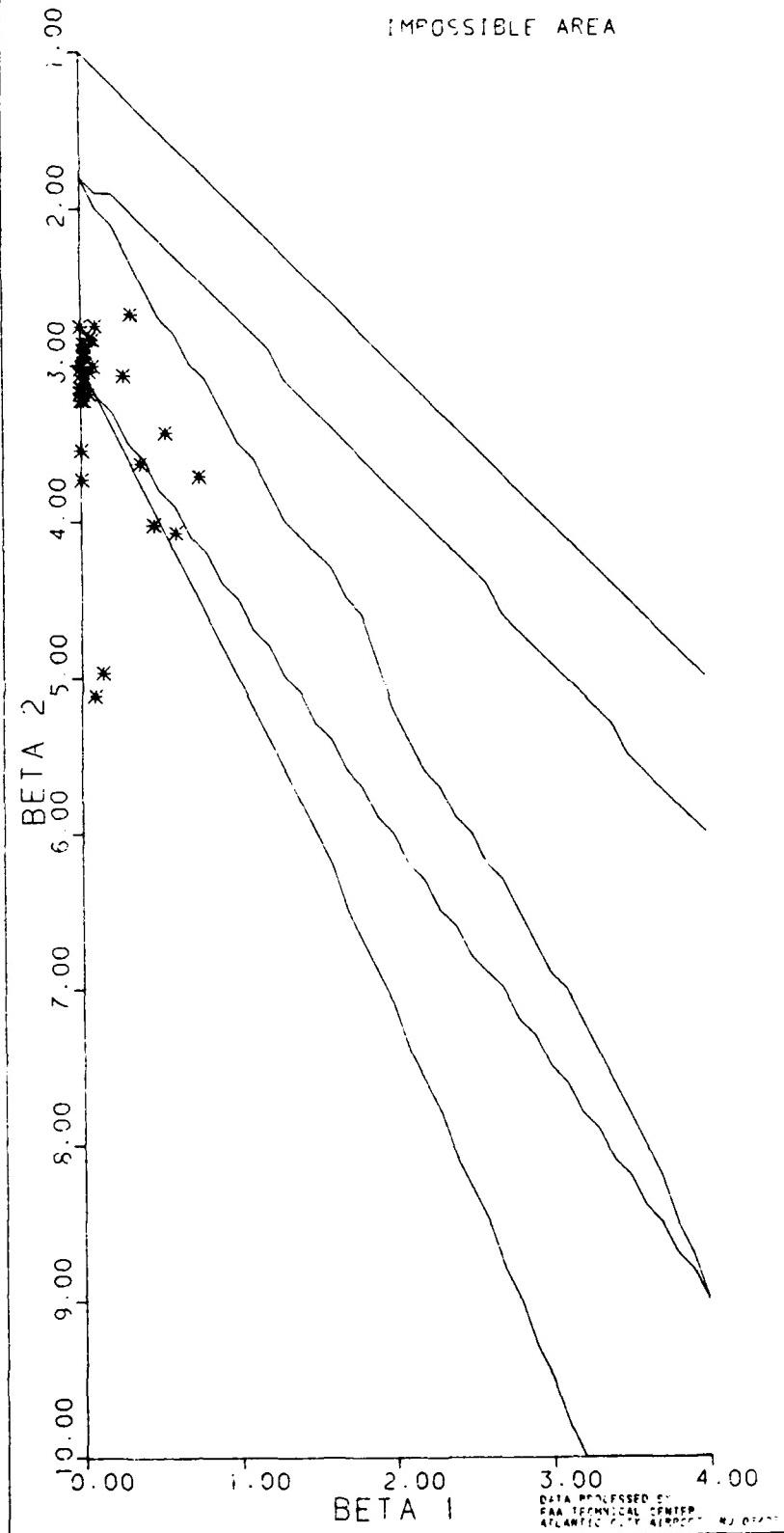
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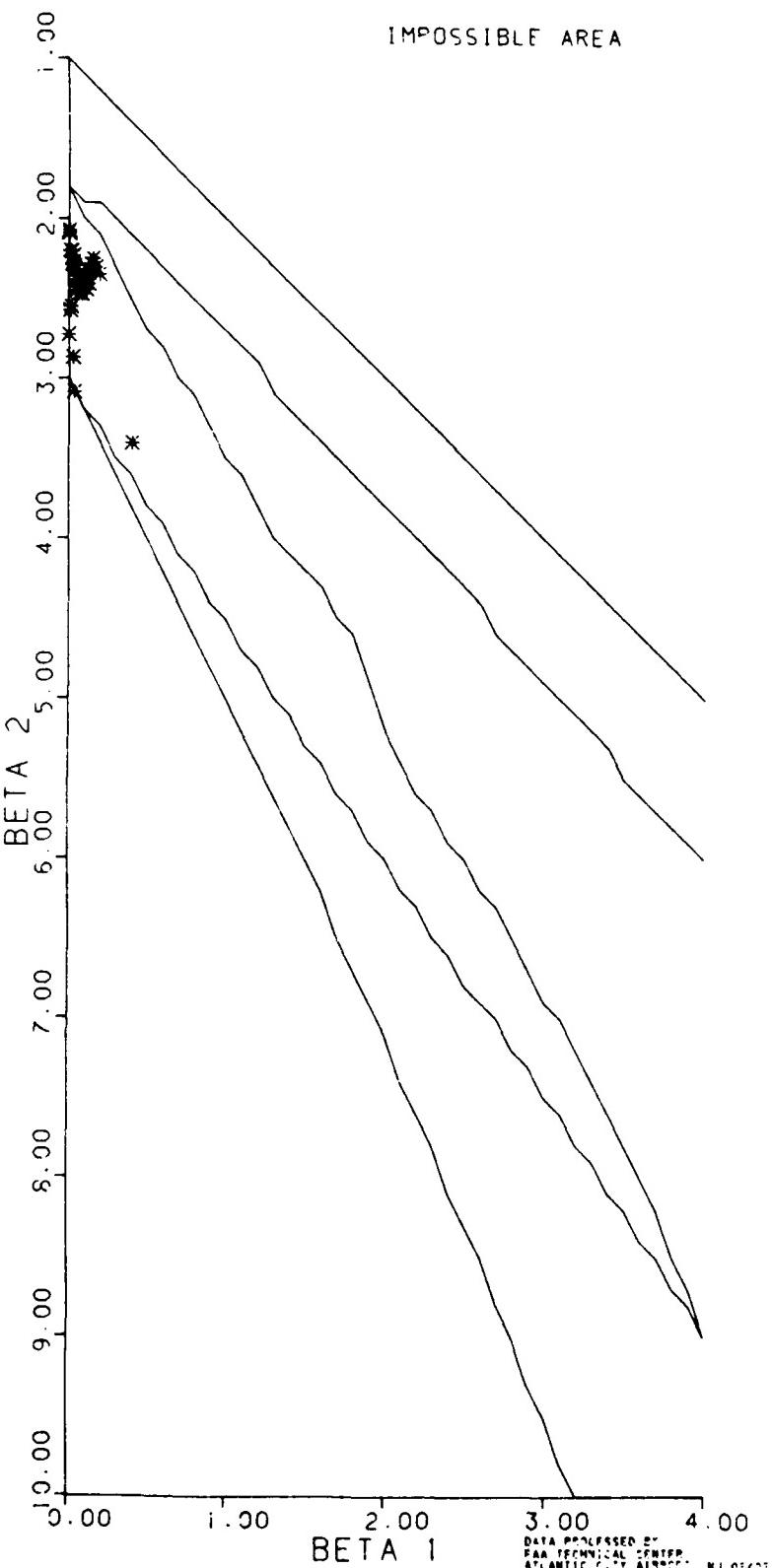
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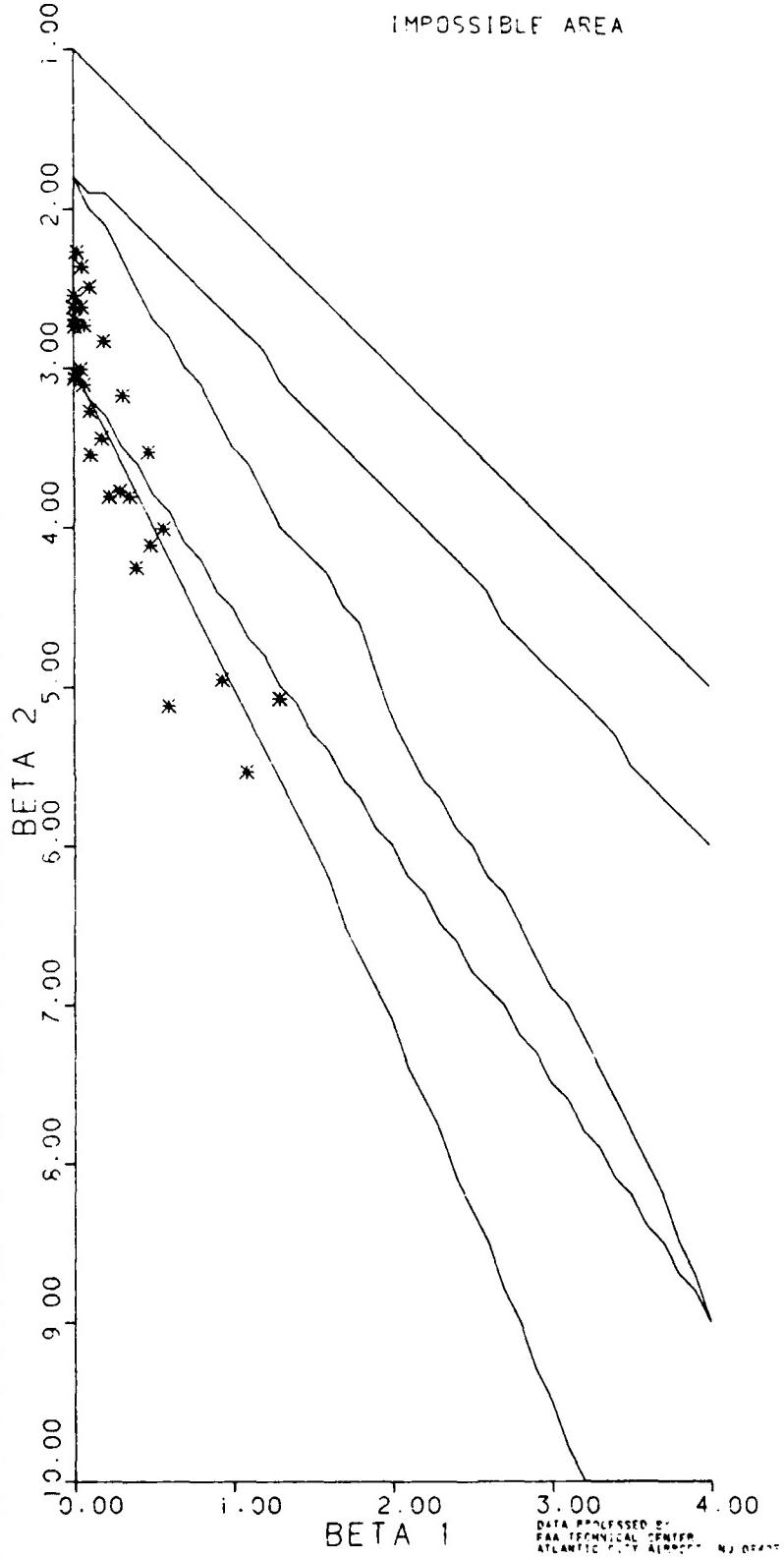
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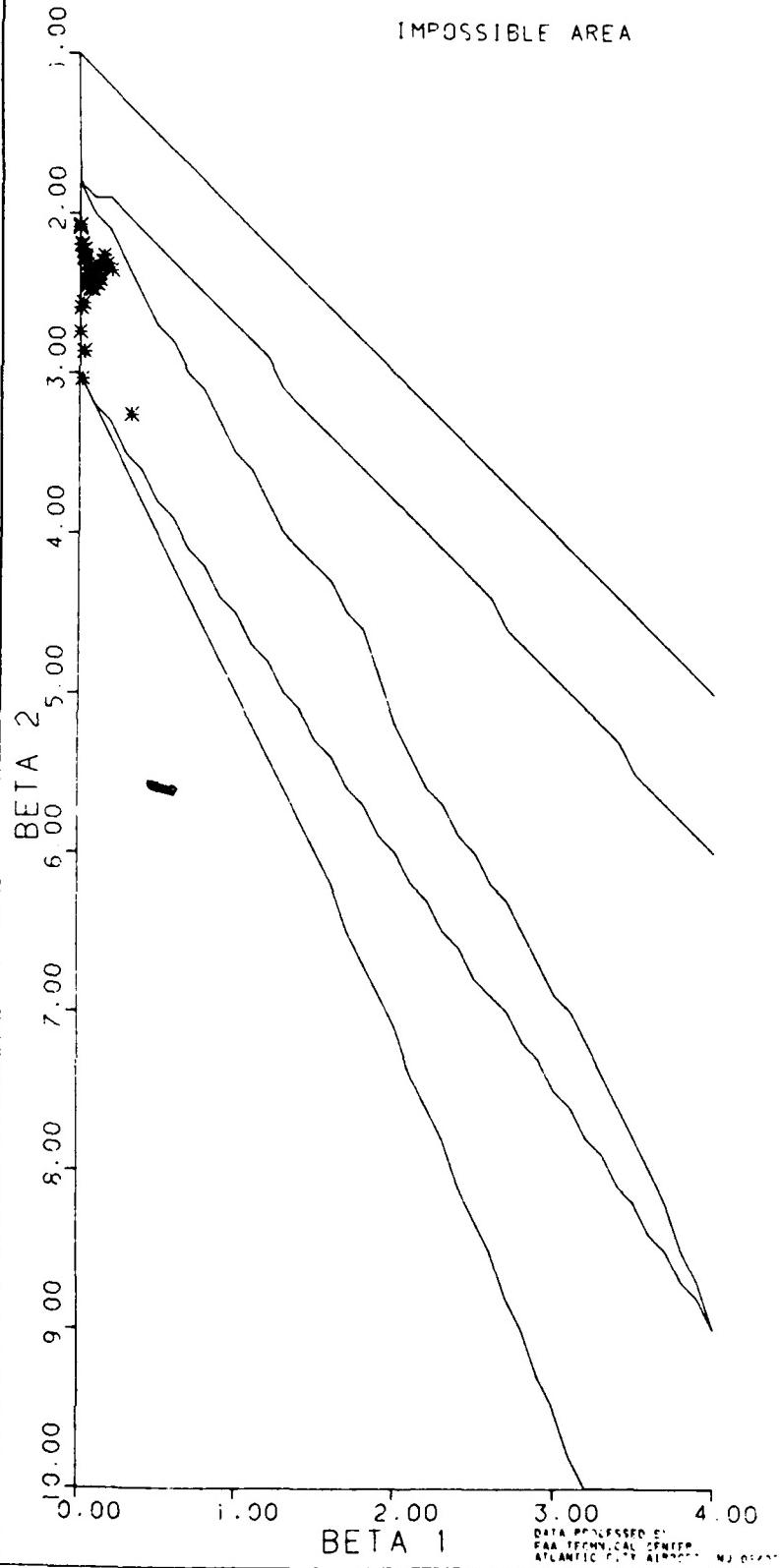
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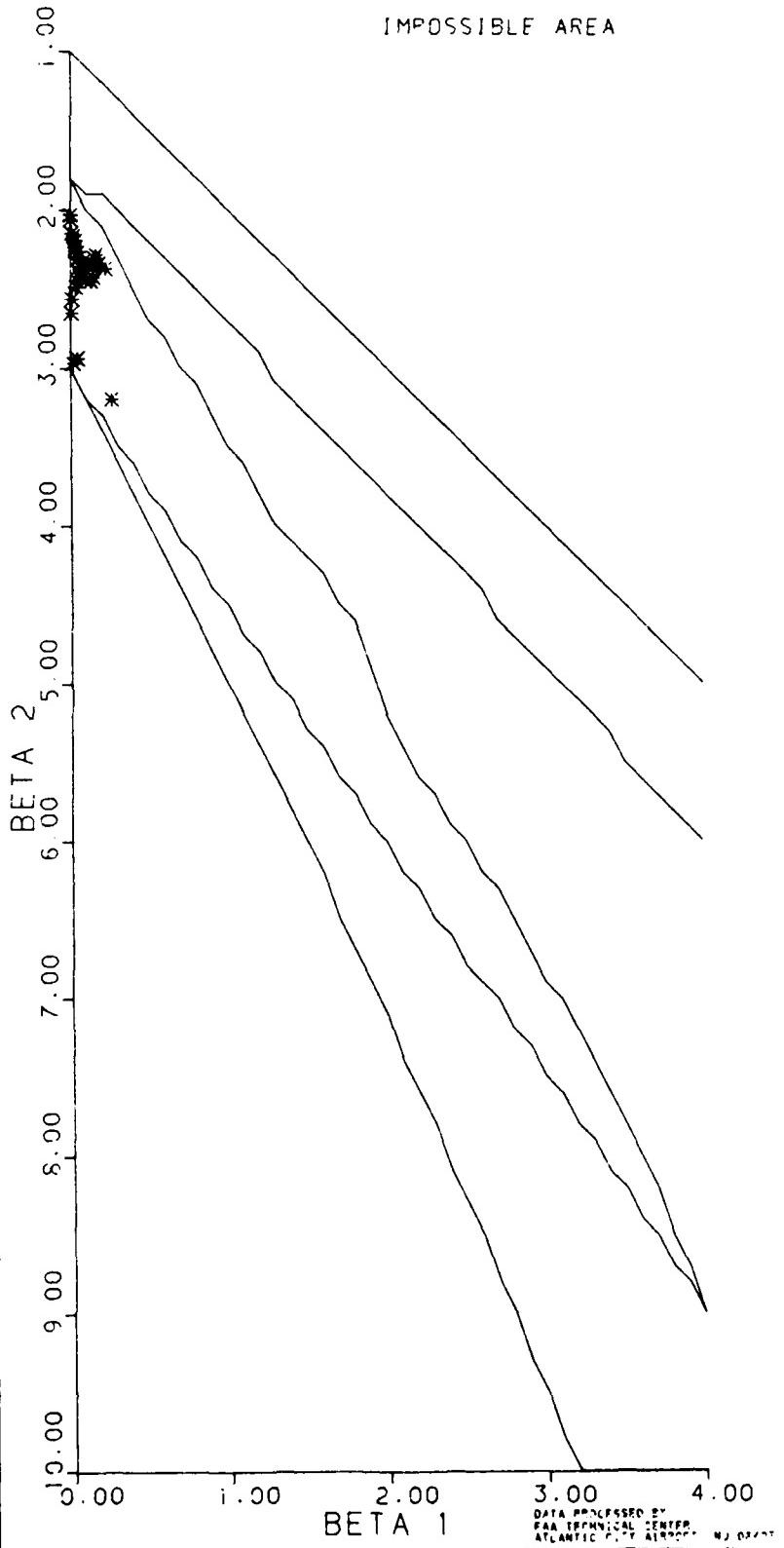
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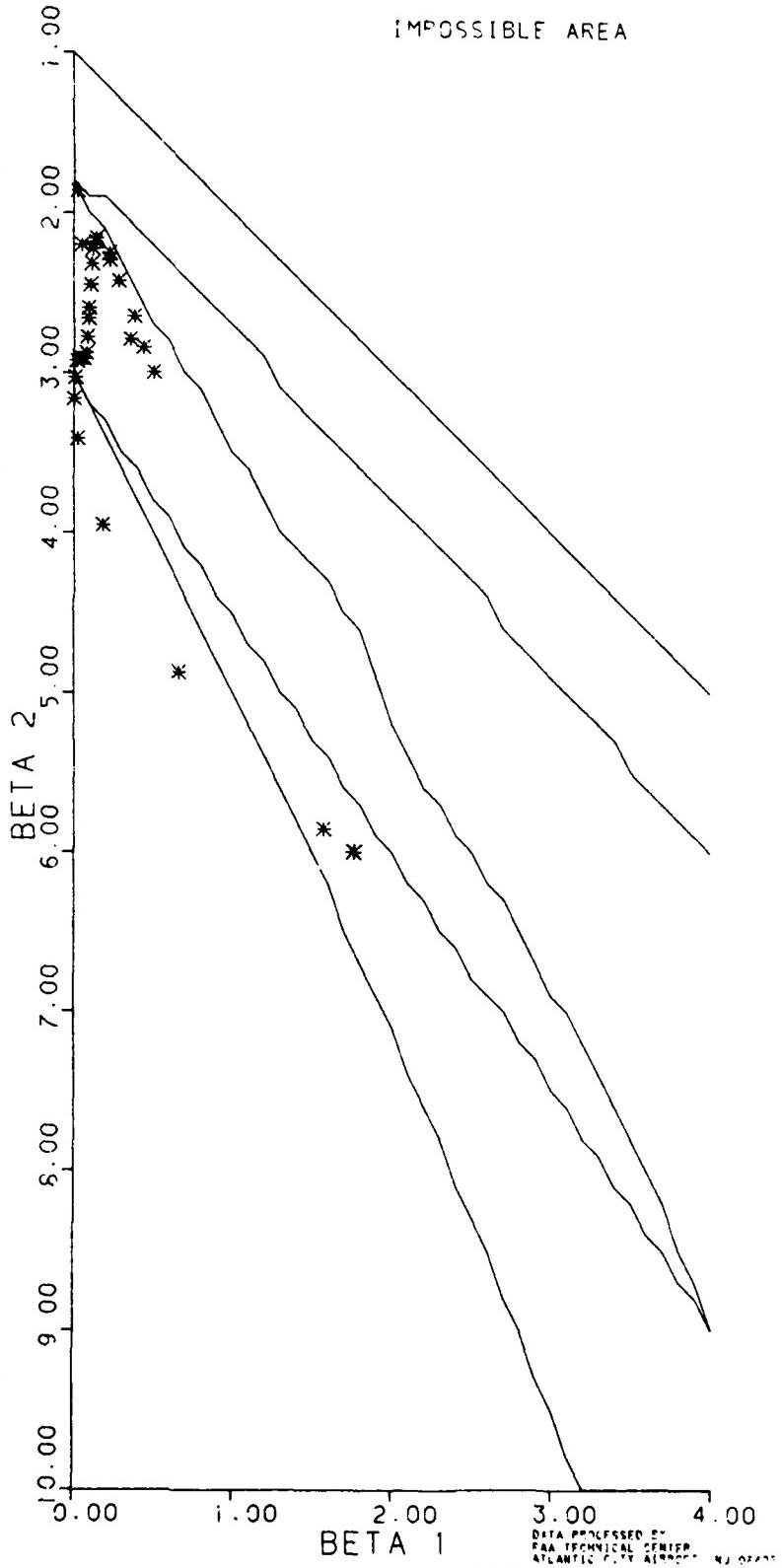
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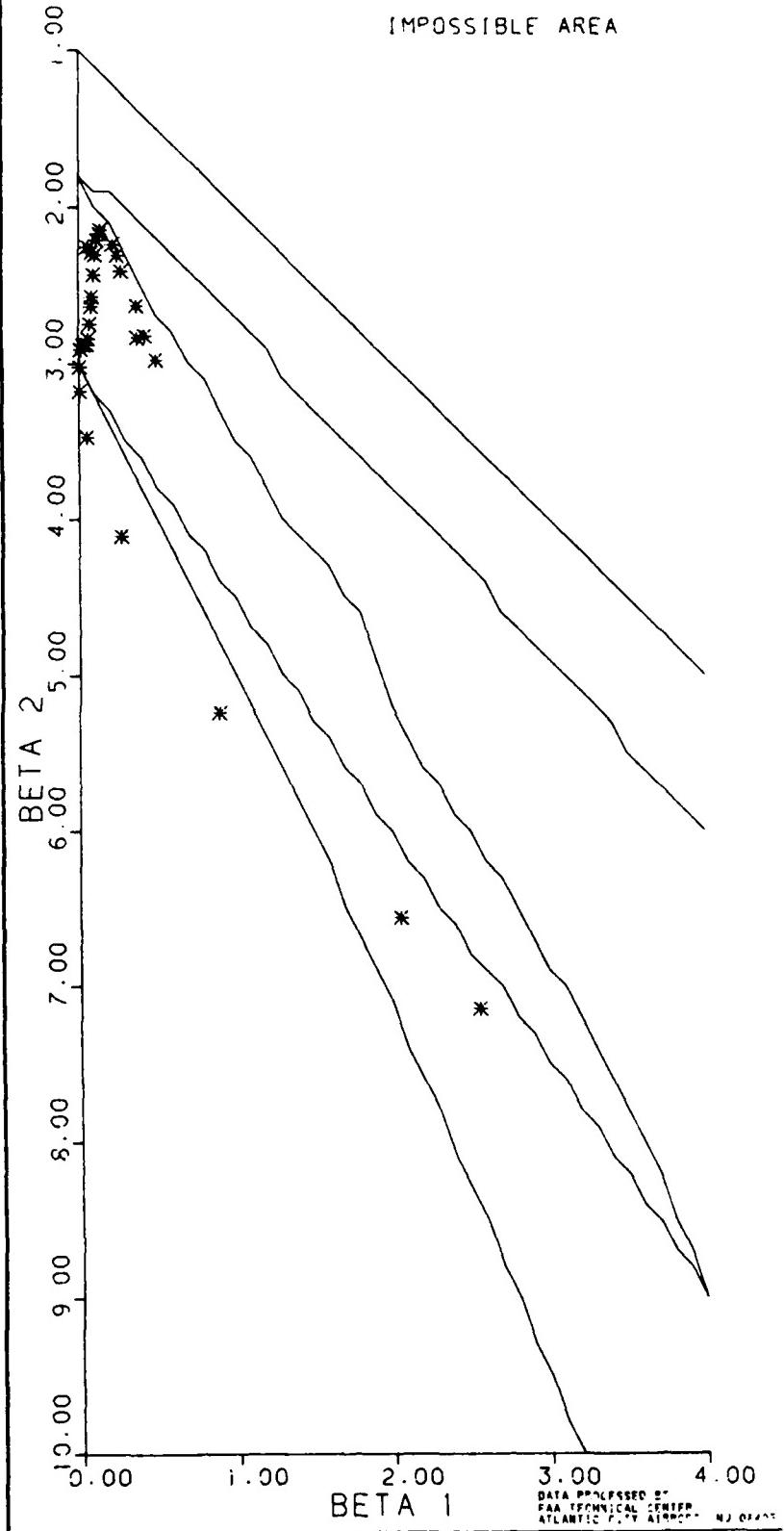
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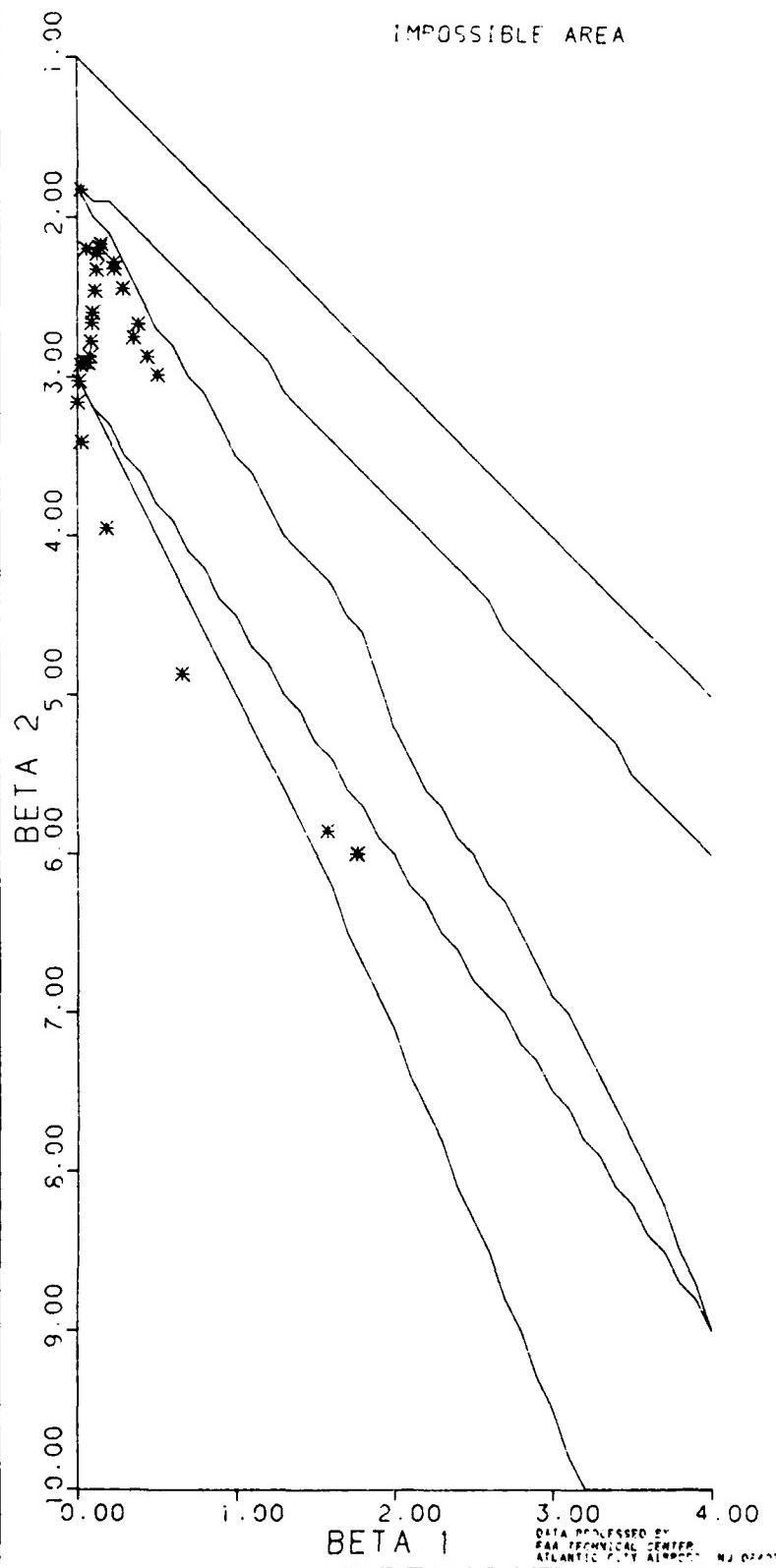
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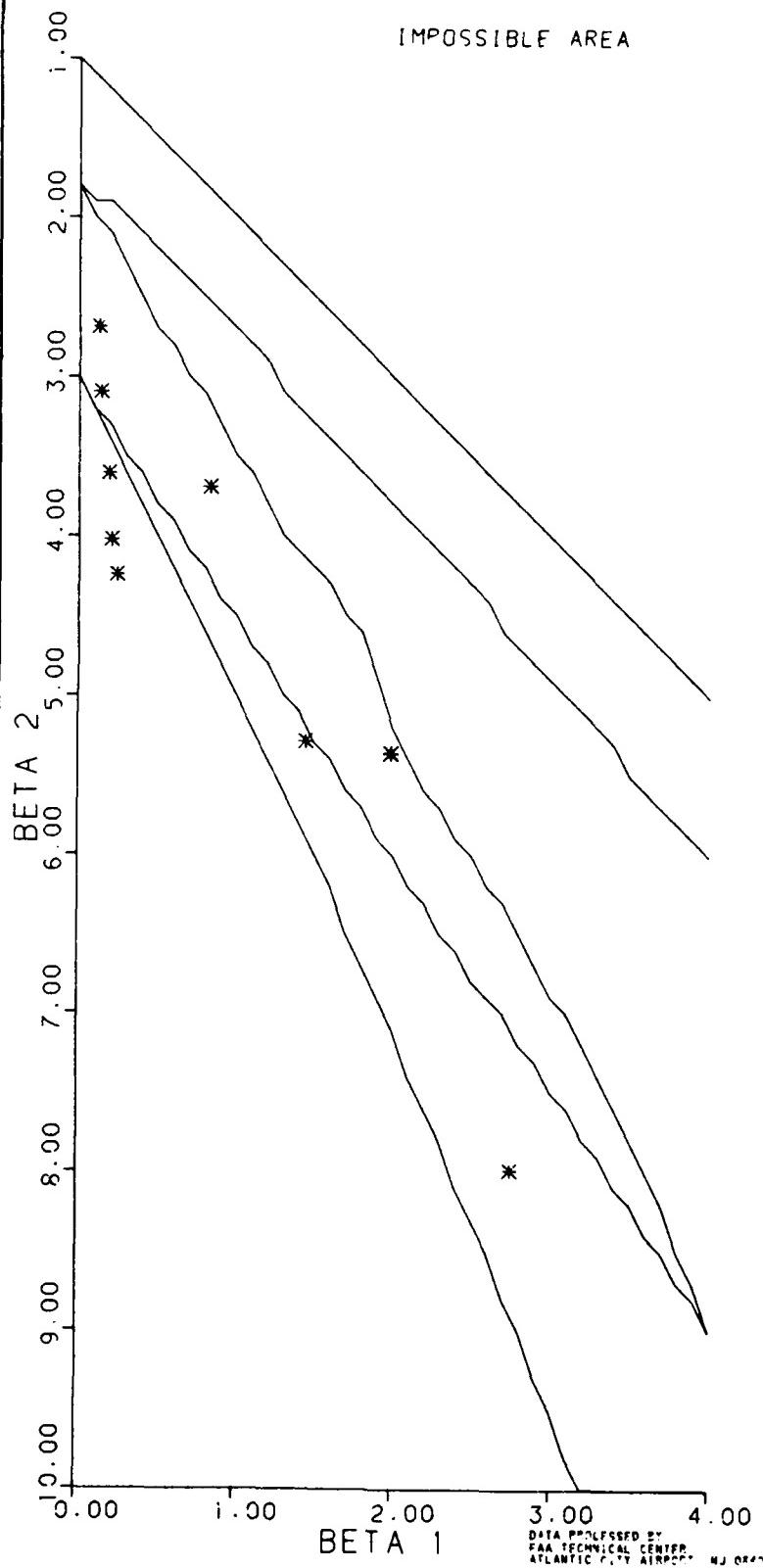
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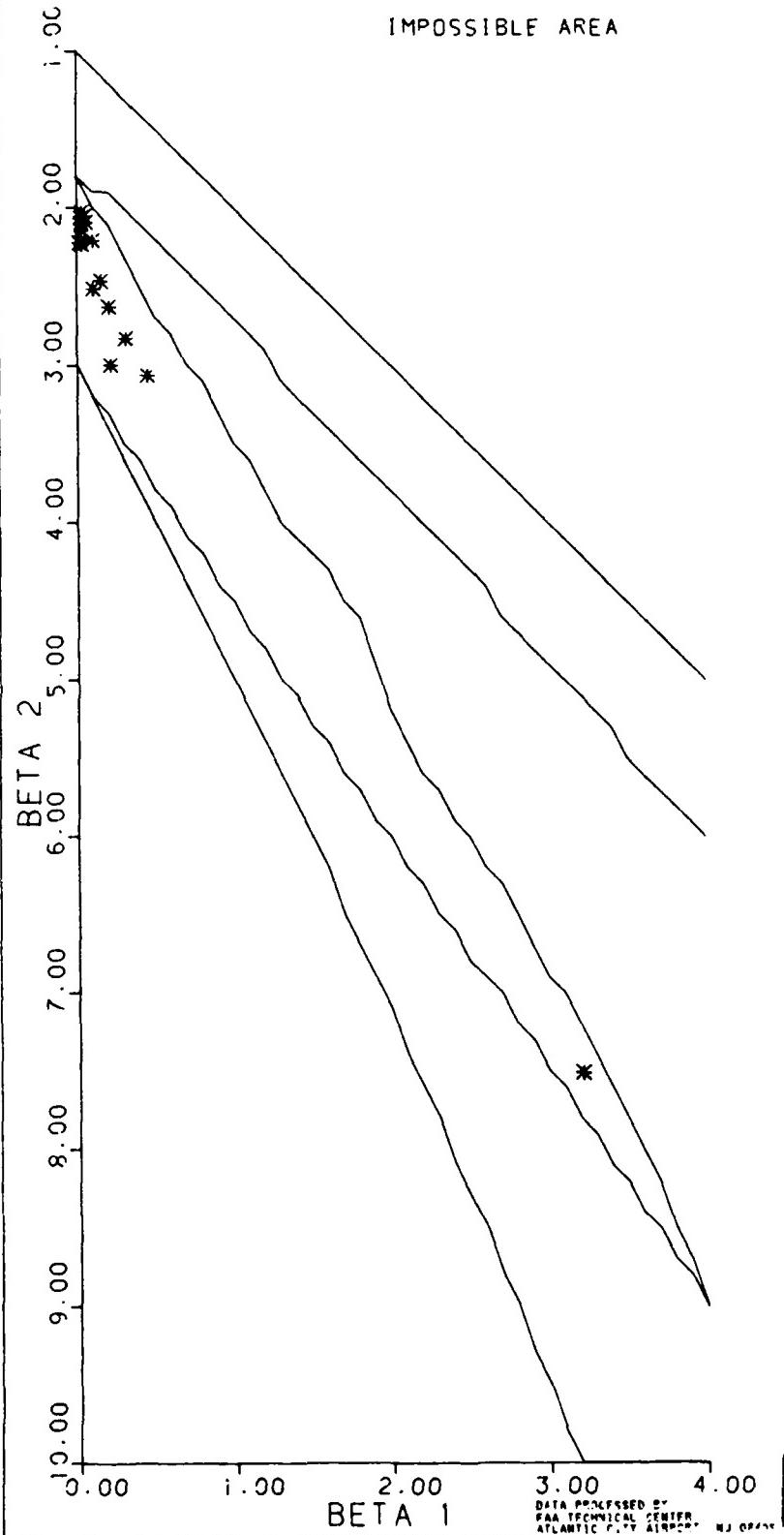
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ANGULAR POSITION (DEG)



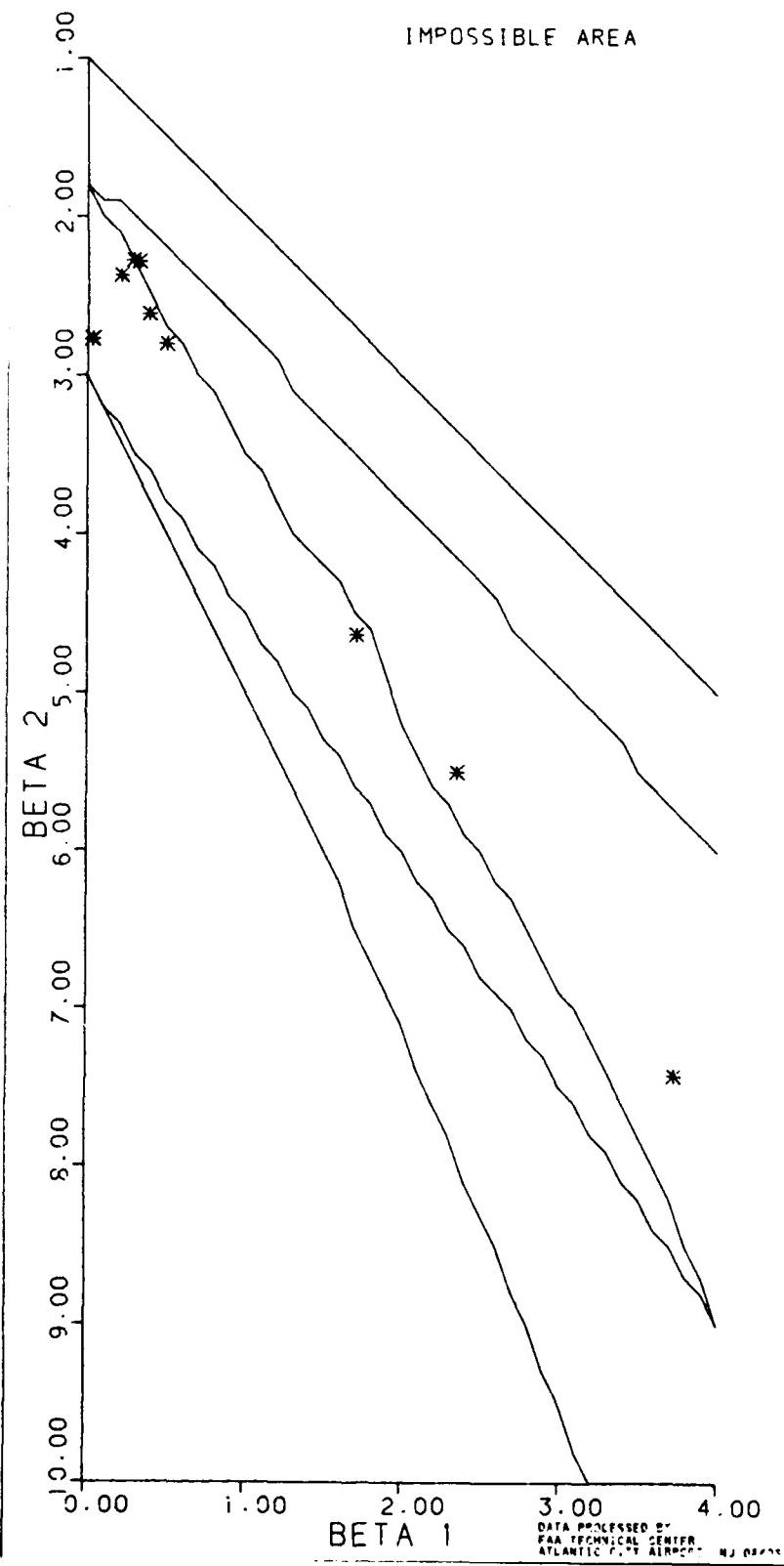
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7.125 DEGREE CURVED APPROACHES  
CROSSTRAK POSITION (FT)



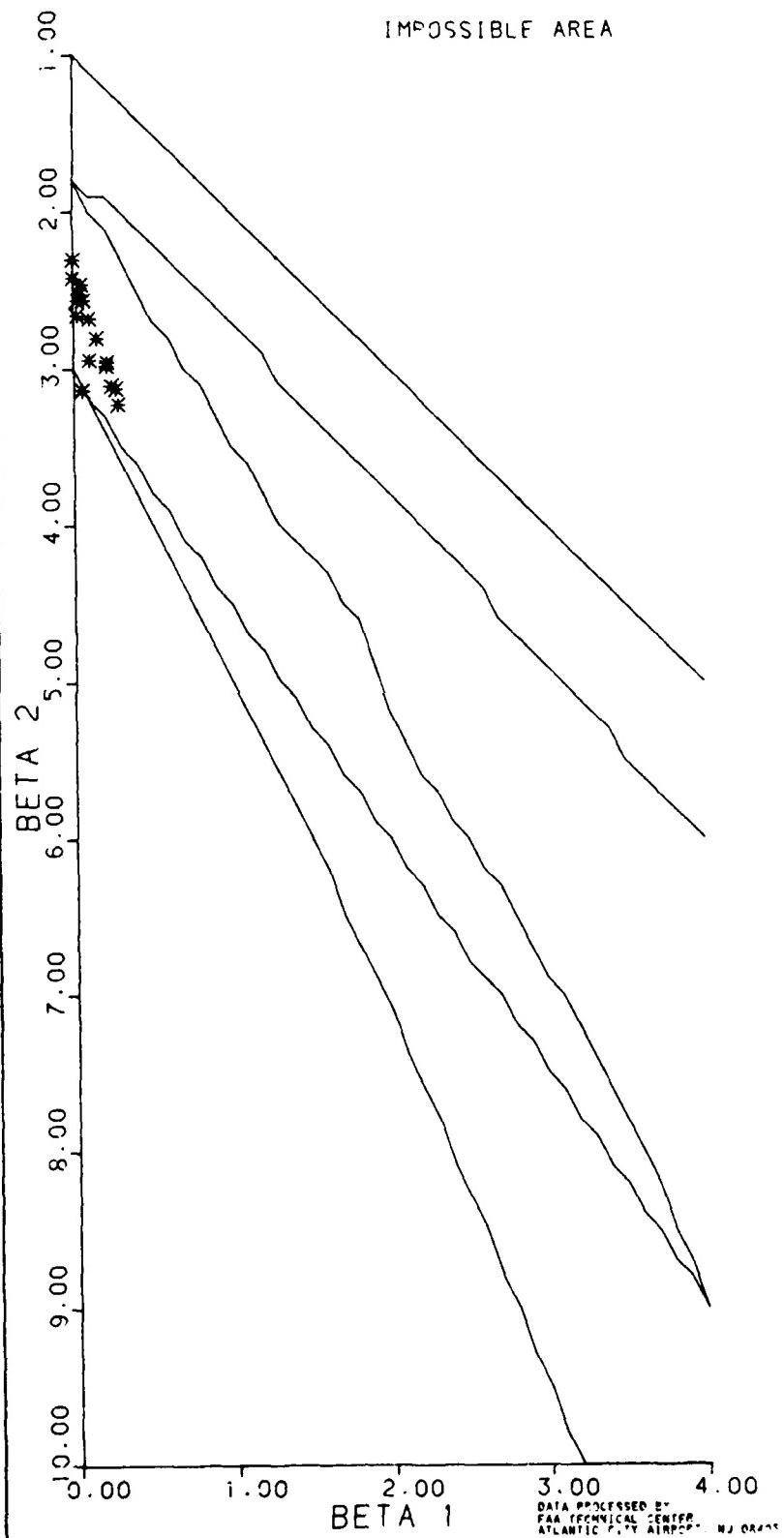
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ALTITUDE (FT)



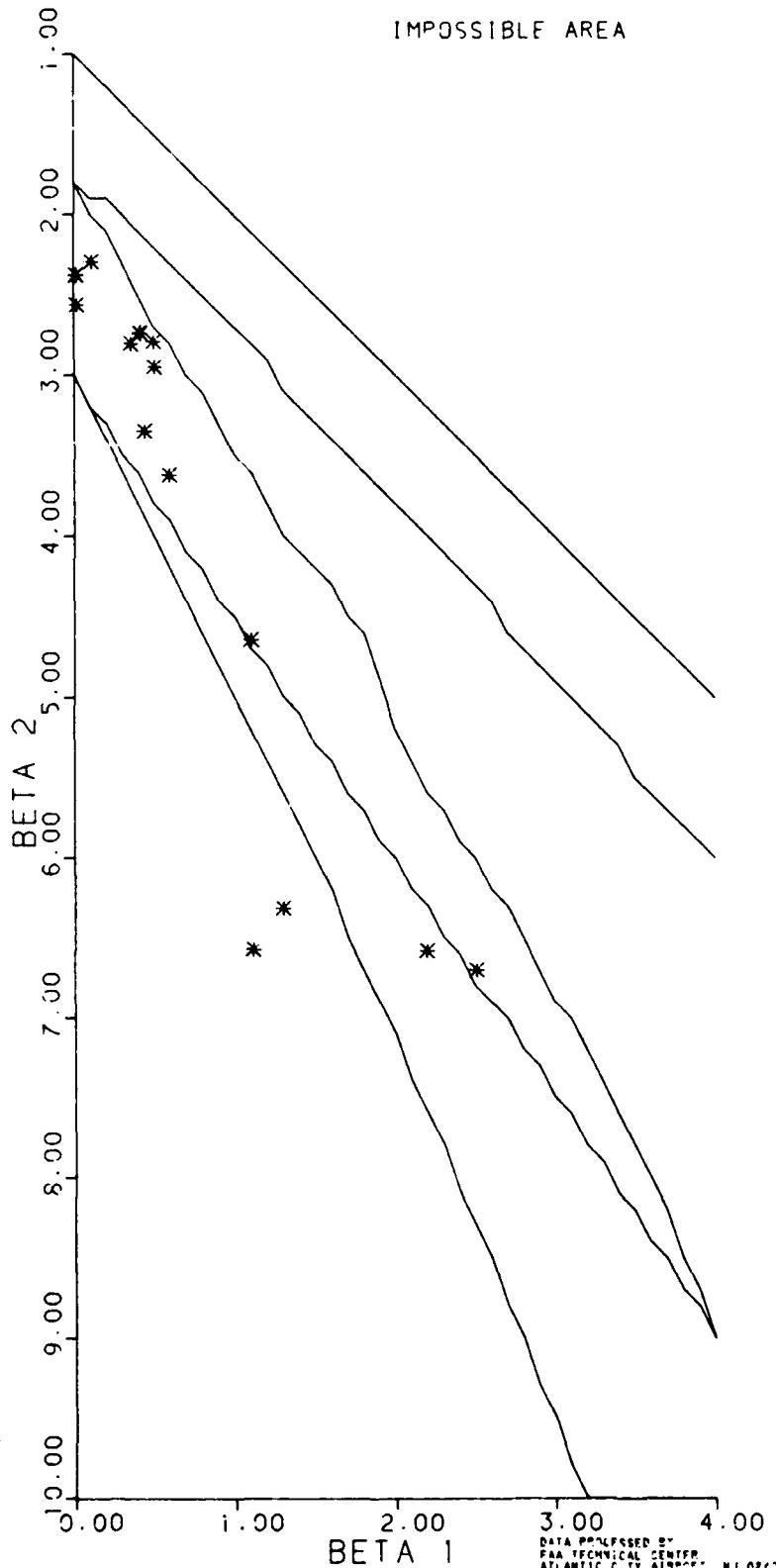
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7.125 DEGREE CURVED APPROACHES  
CROSSTRACK VELOCITY (FPM)



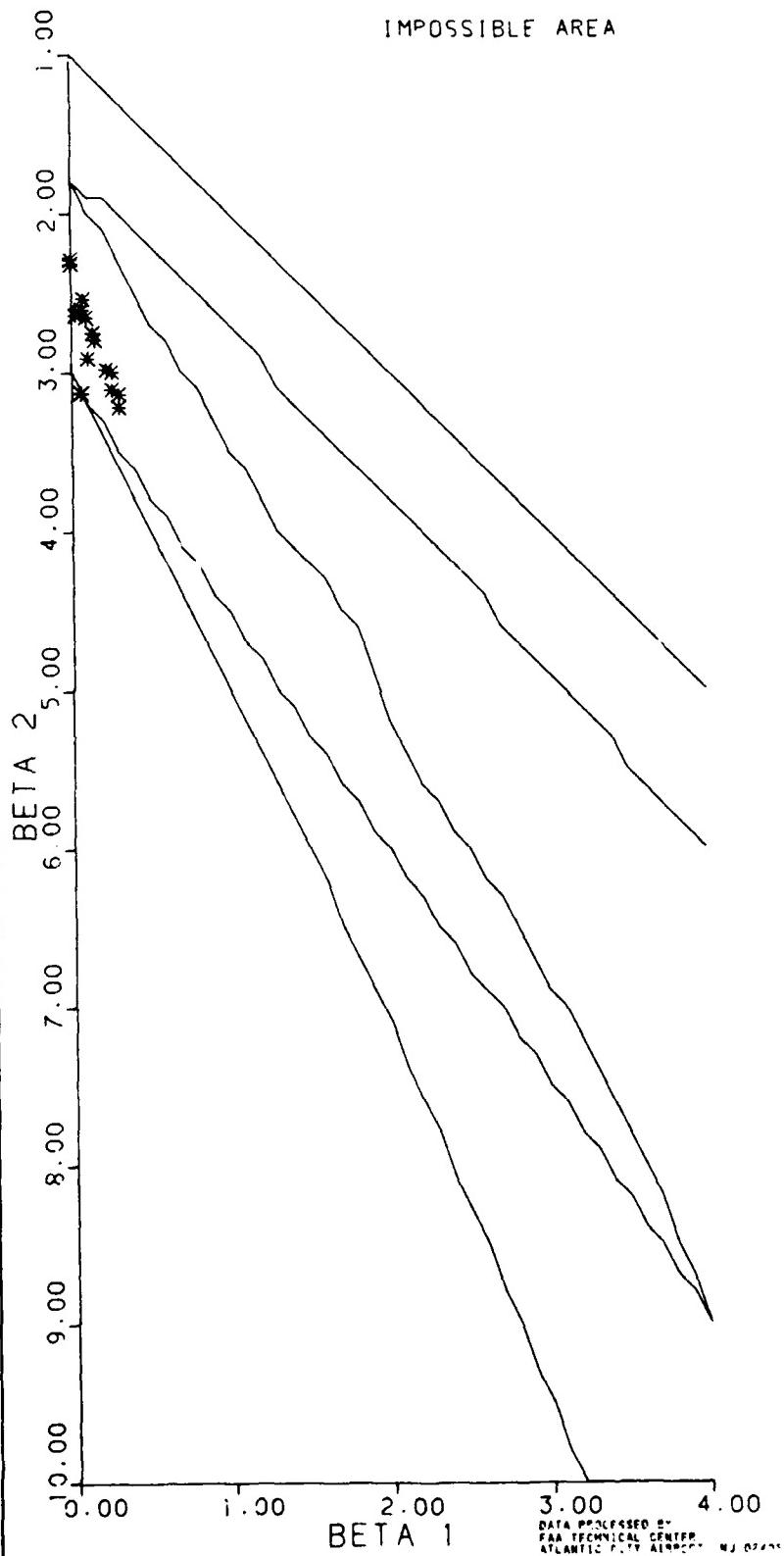
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ALONGTRACK VELOCITY (FPM)



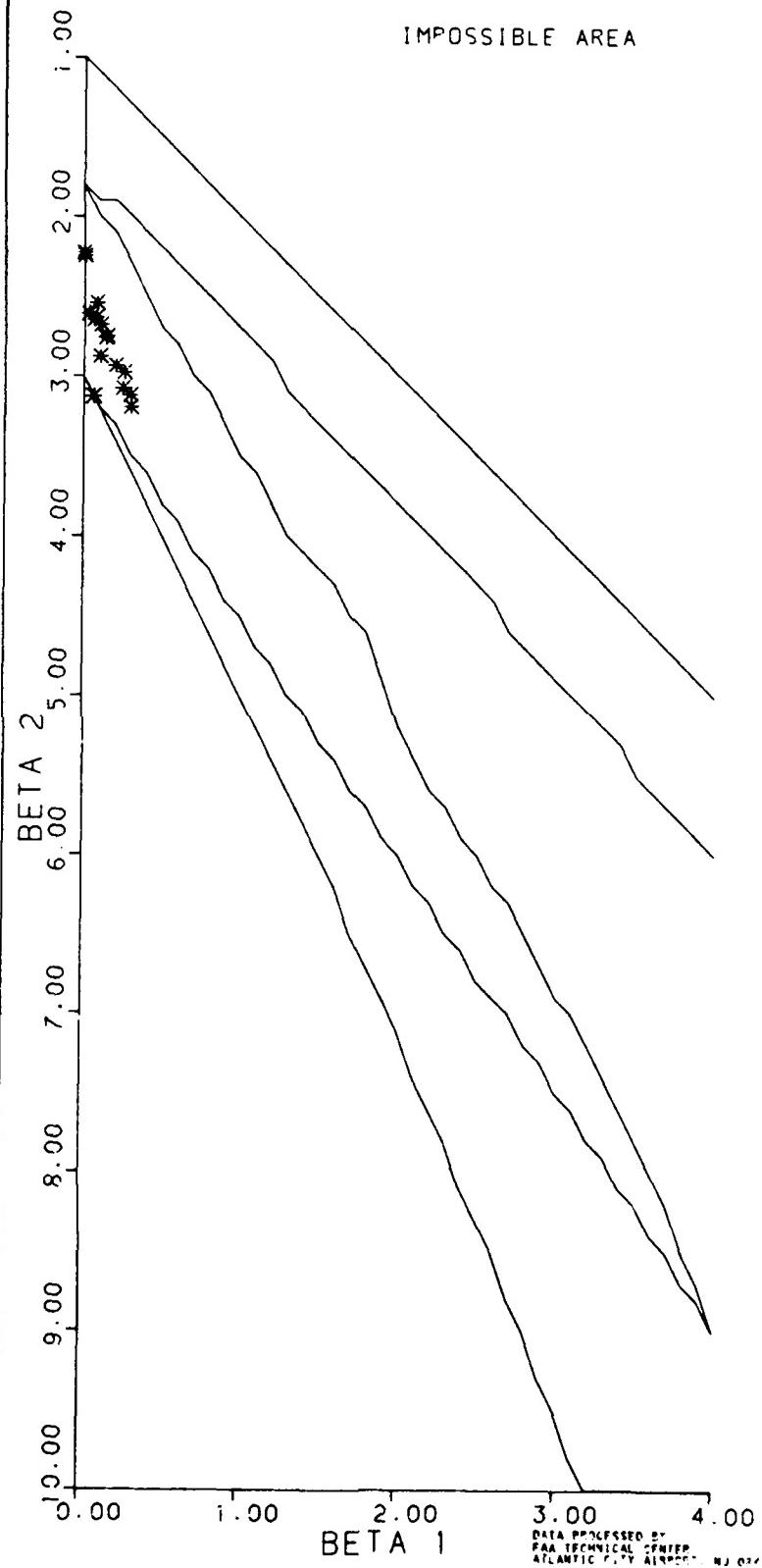
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
7.125 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM)



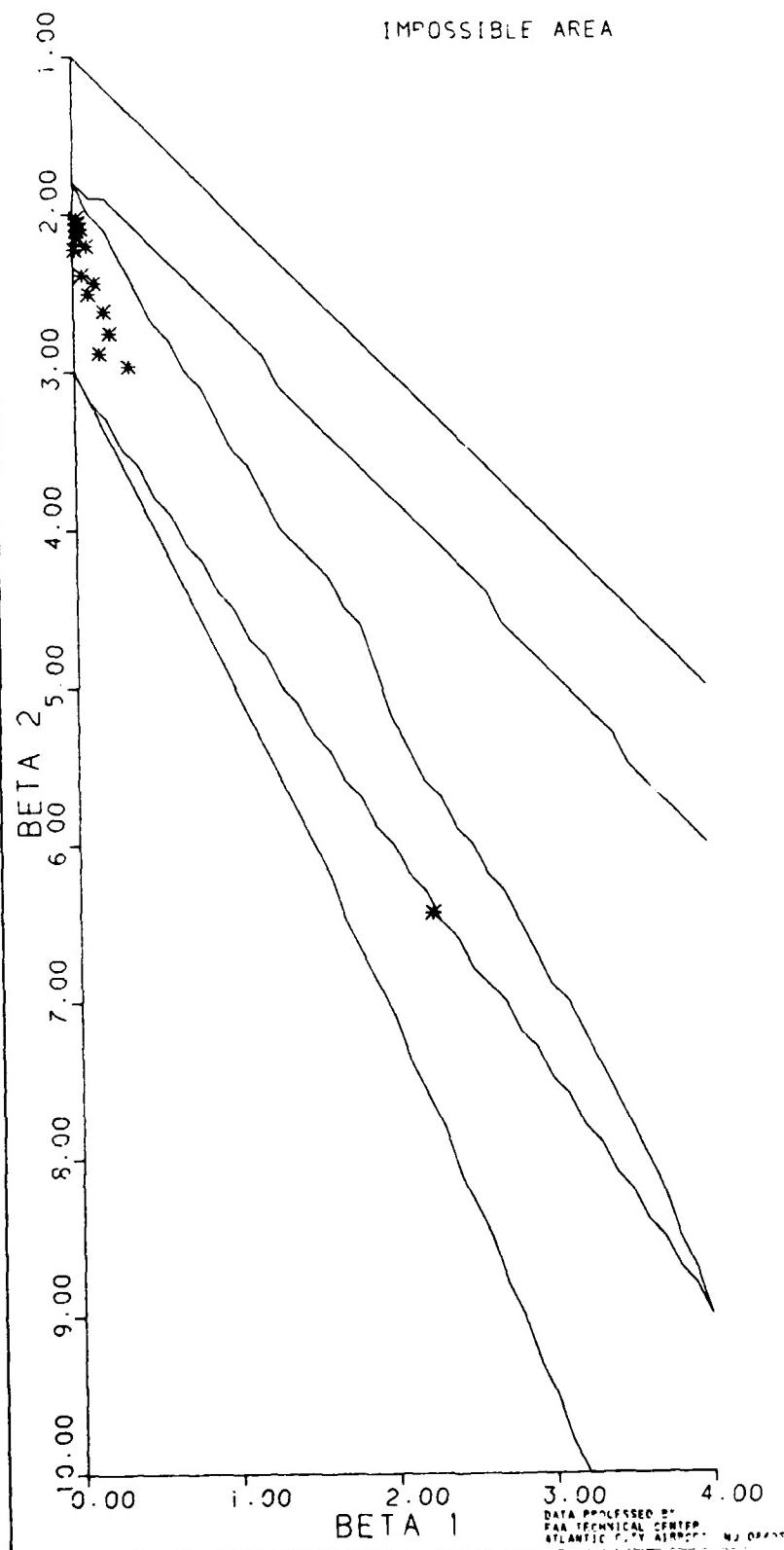
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7.125 DEGREE CURVED APPROACHES  
GROUNDSPEED (KNOTS)



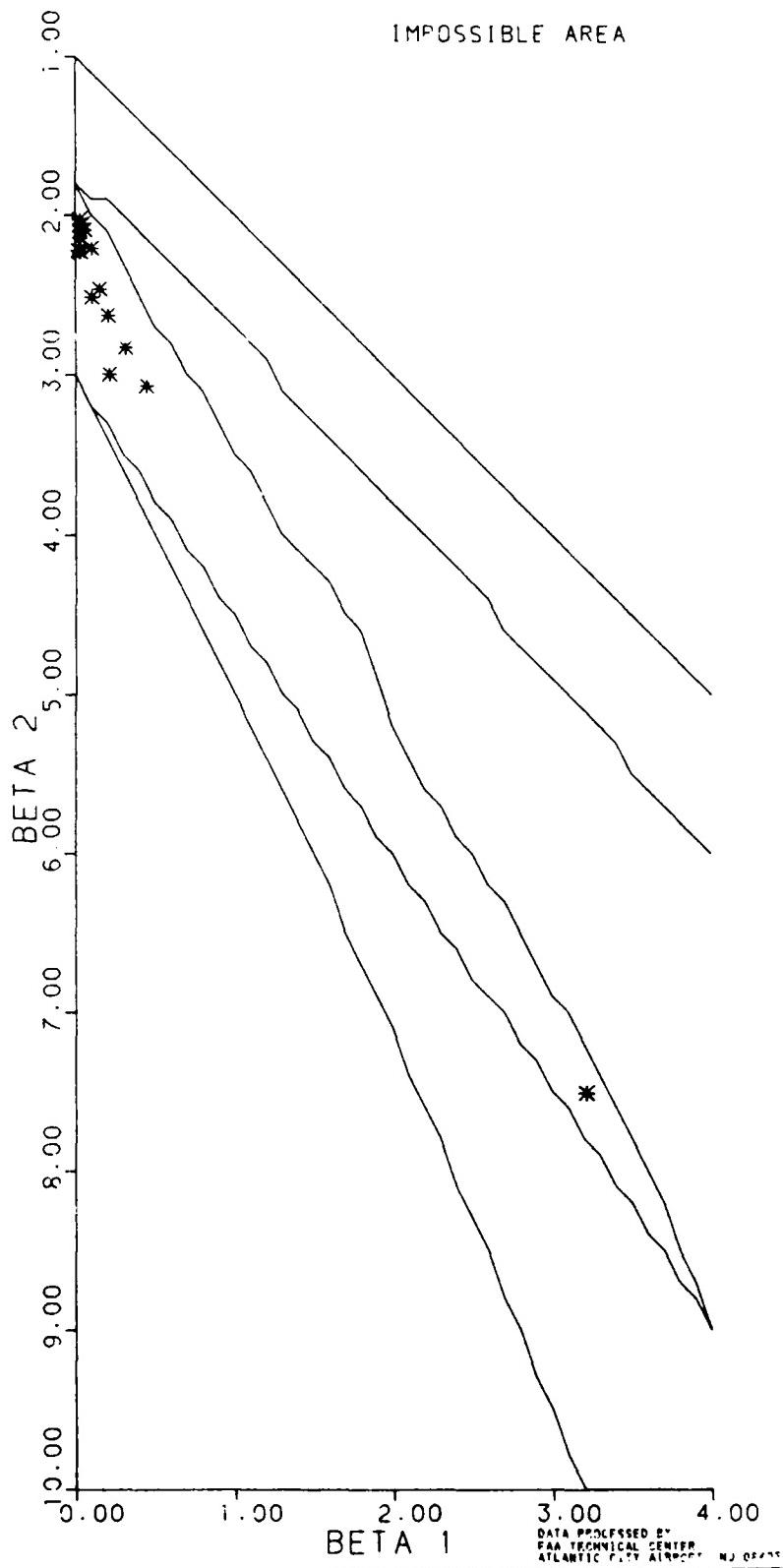
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ALONGPATH SPEED (KNOTS)



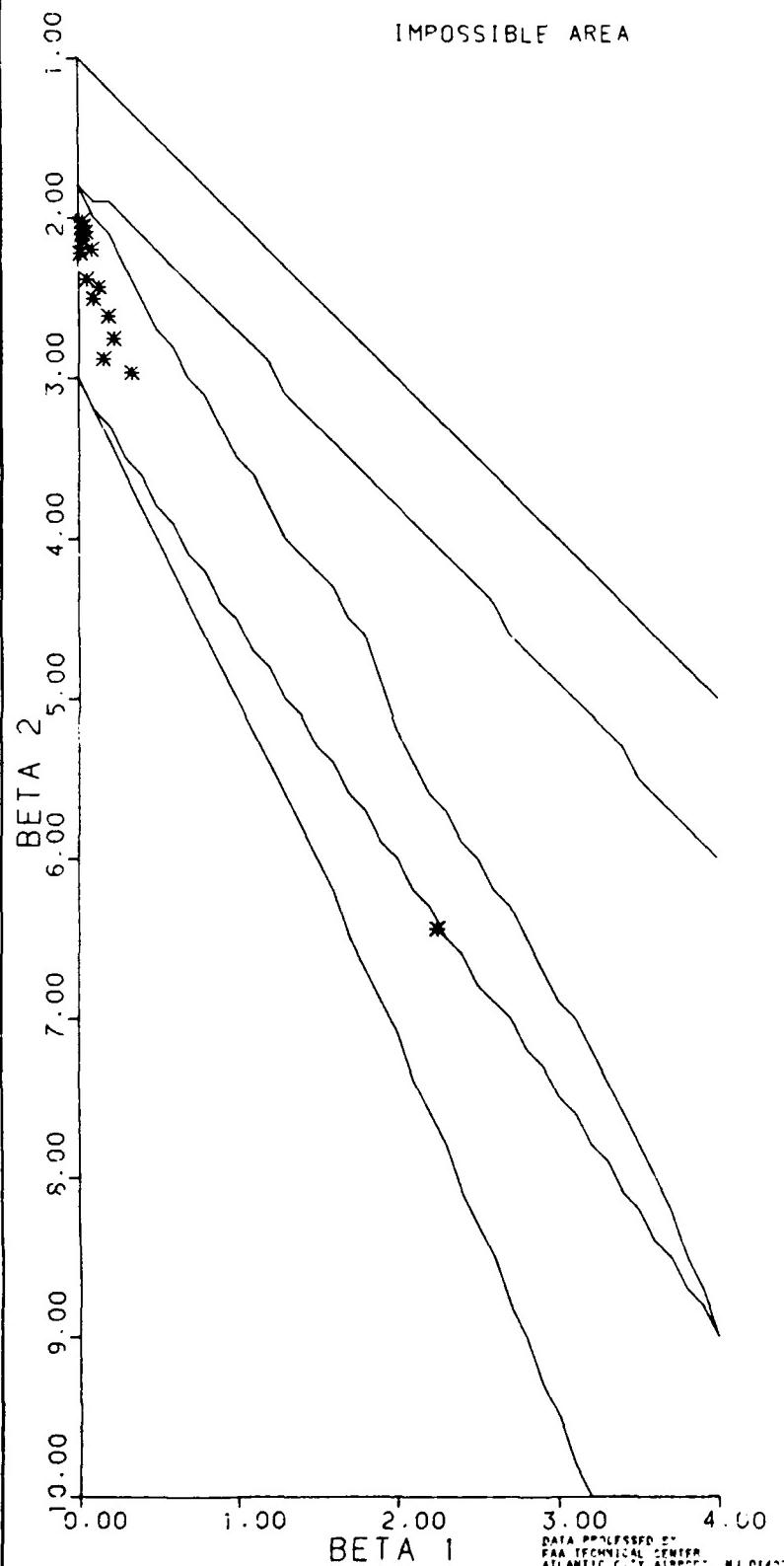
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ANGULAR ERROR (DEG)



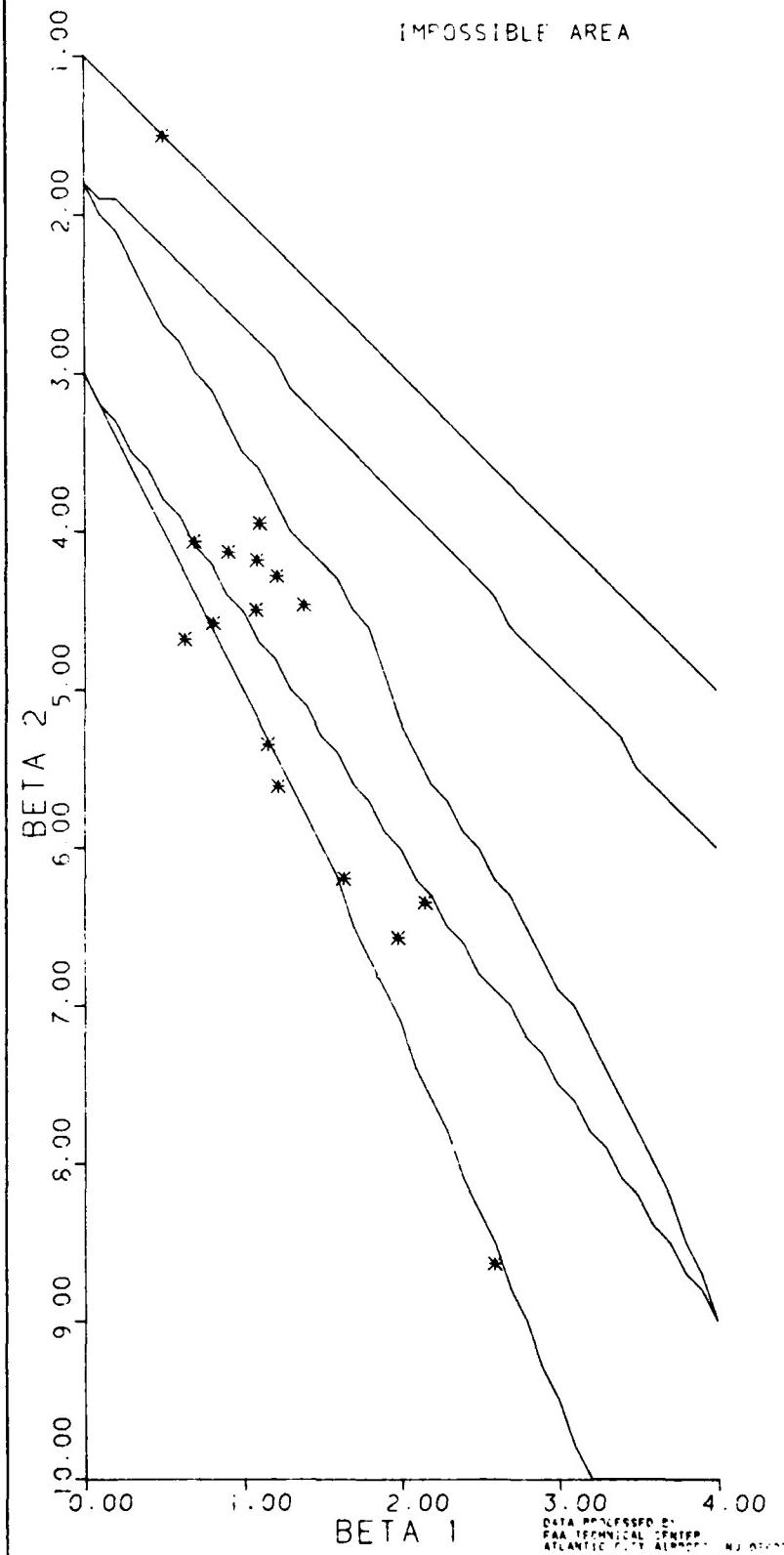
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ALTITUDE ERROR (FT)



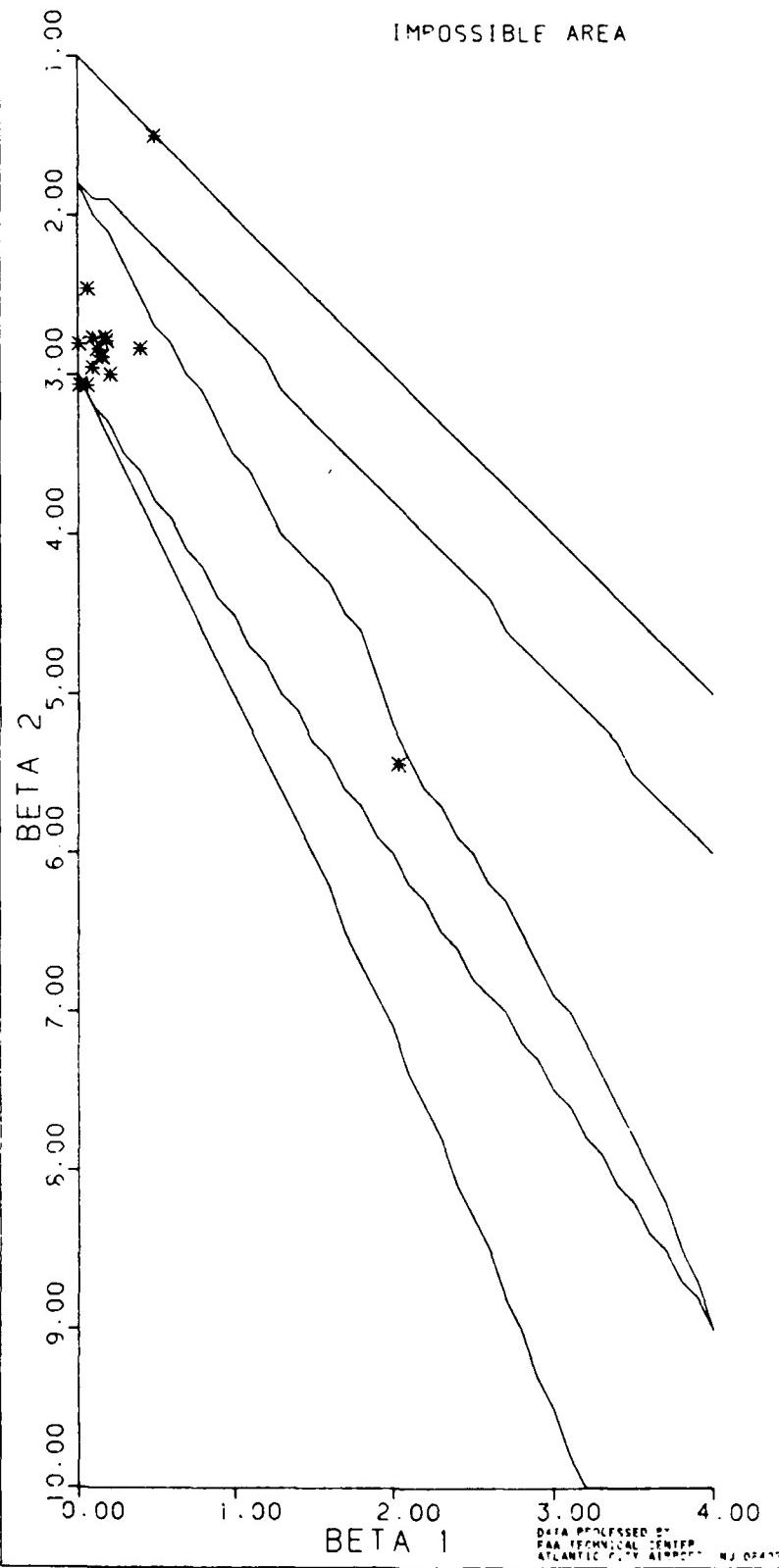
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ANGULAR POSITION (DEG)



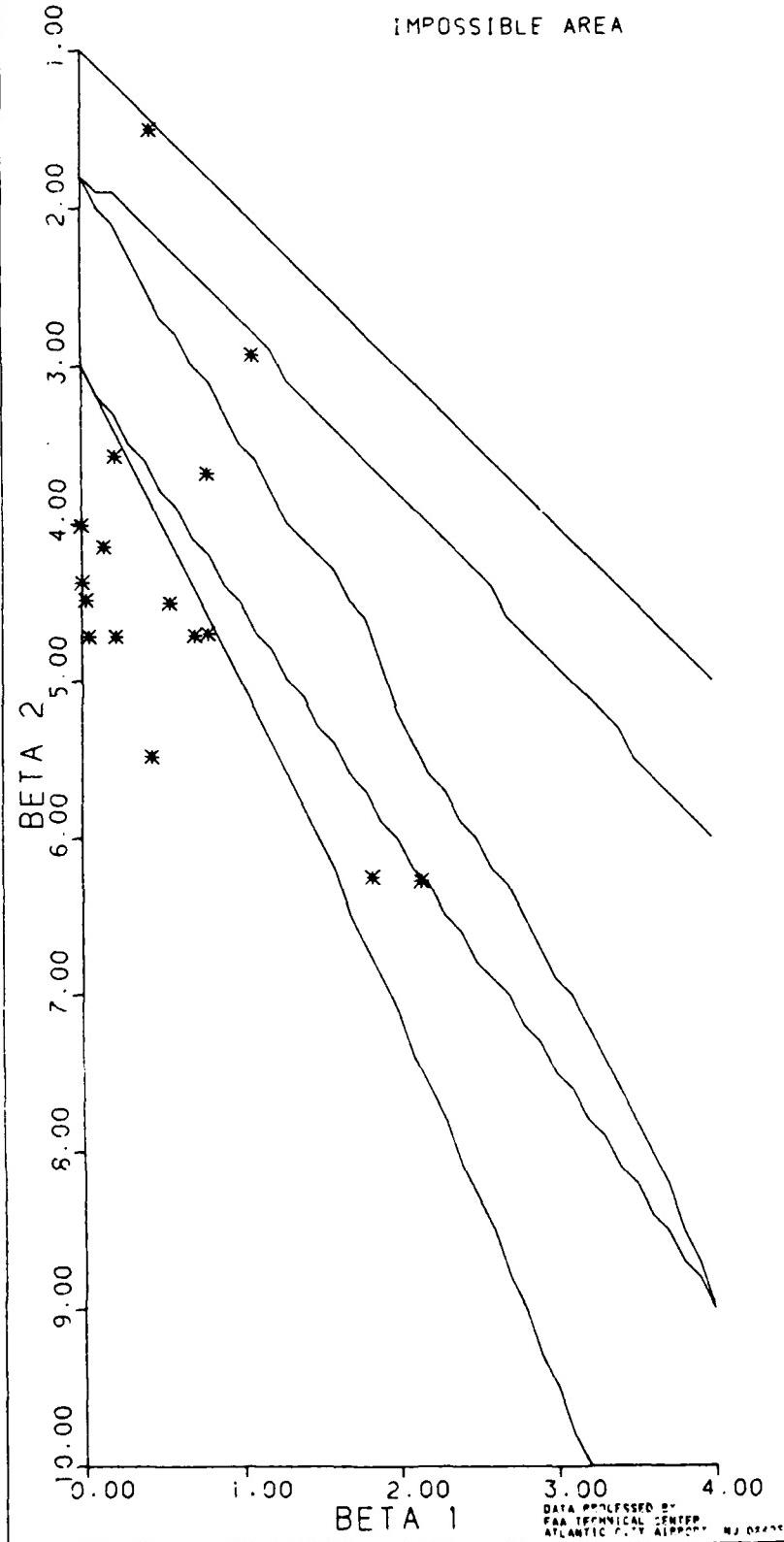
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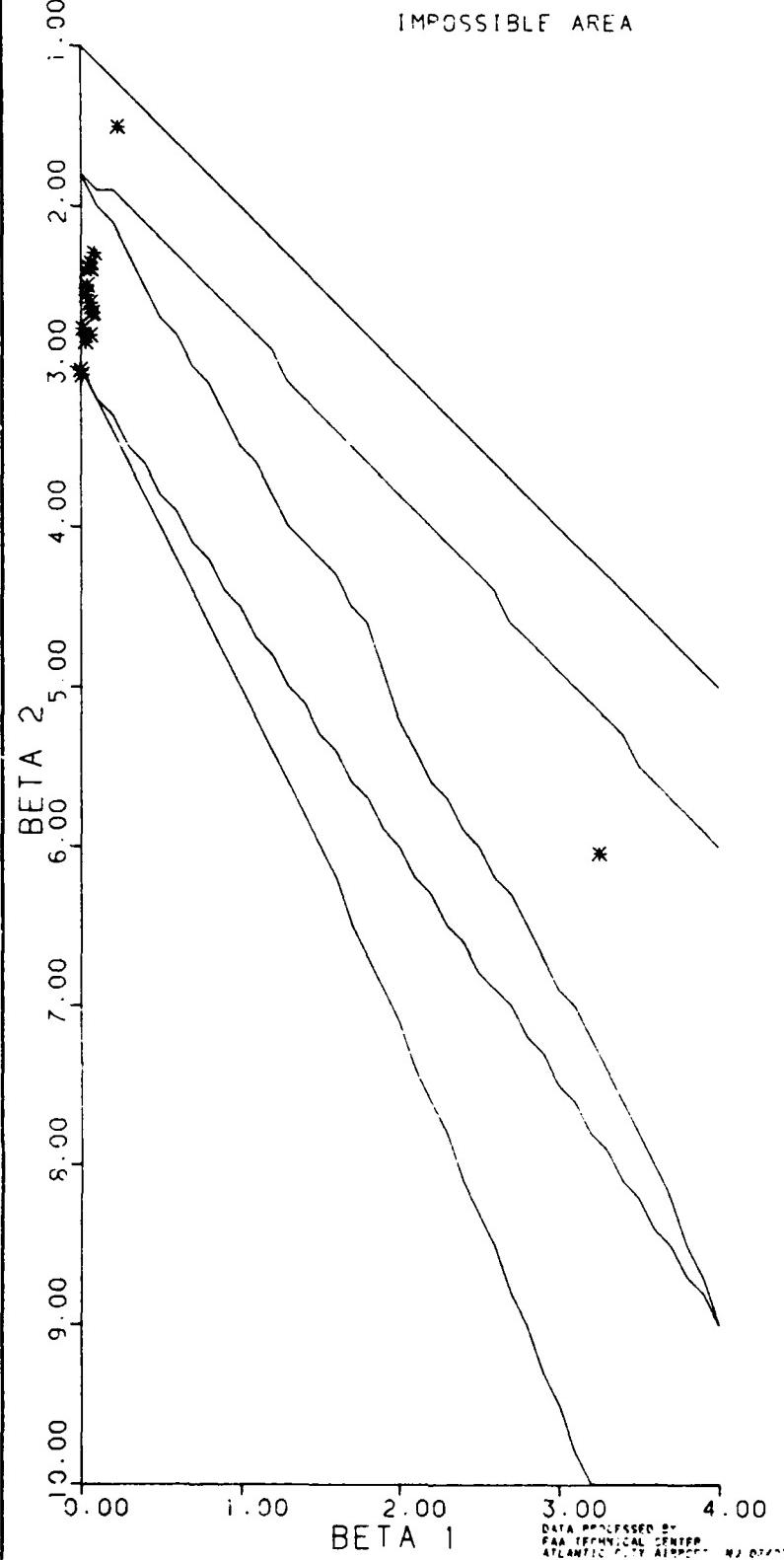
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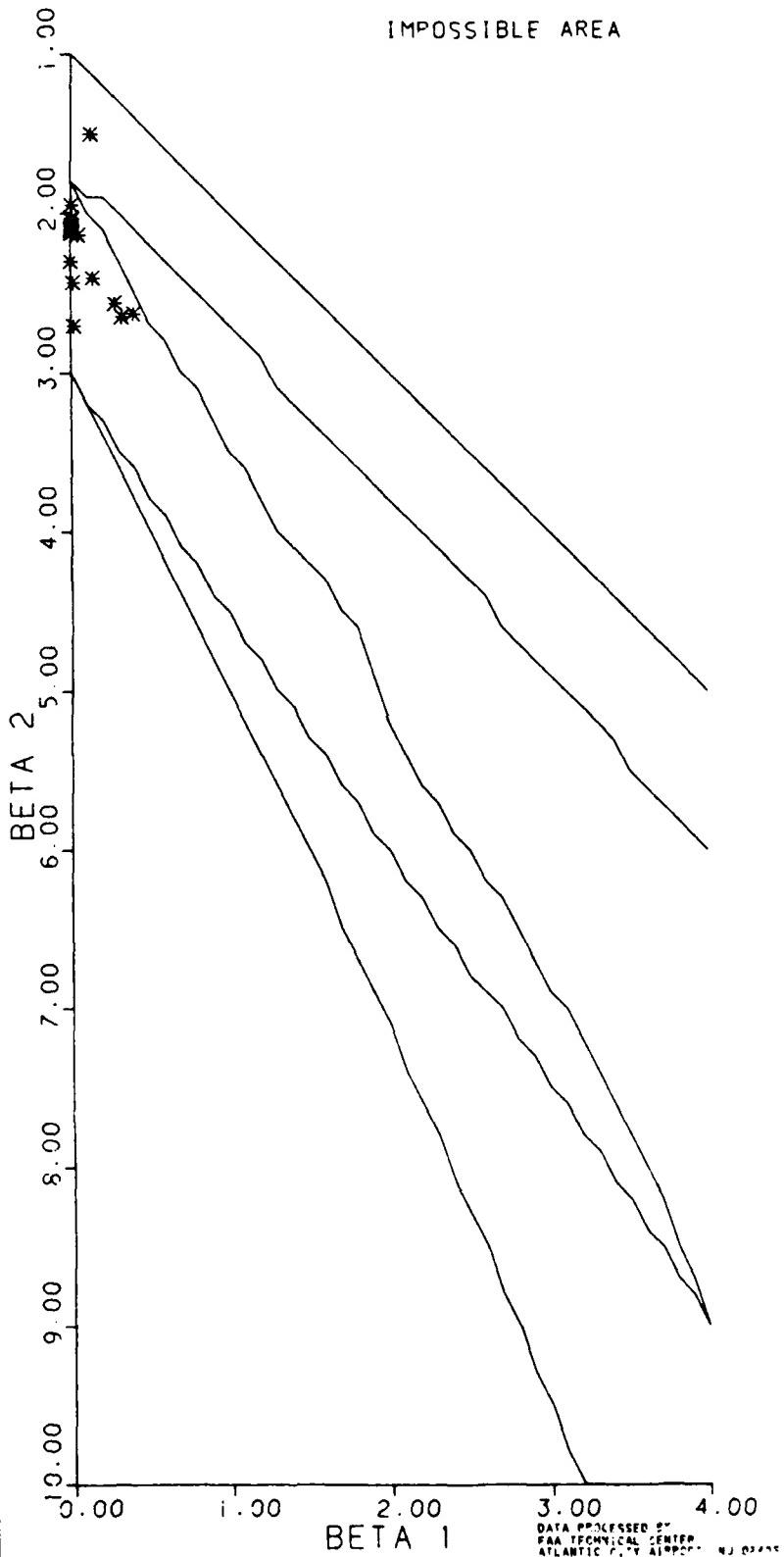
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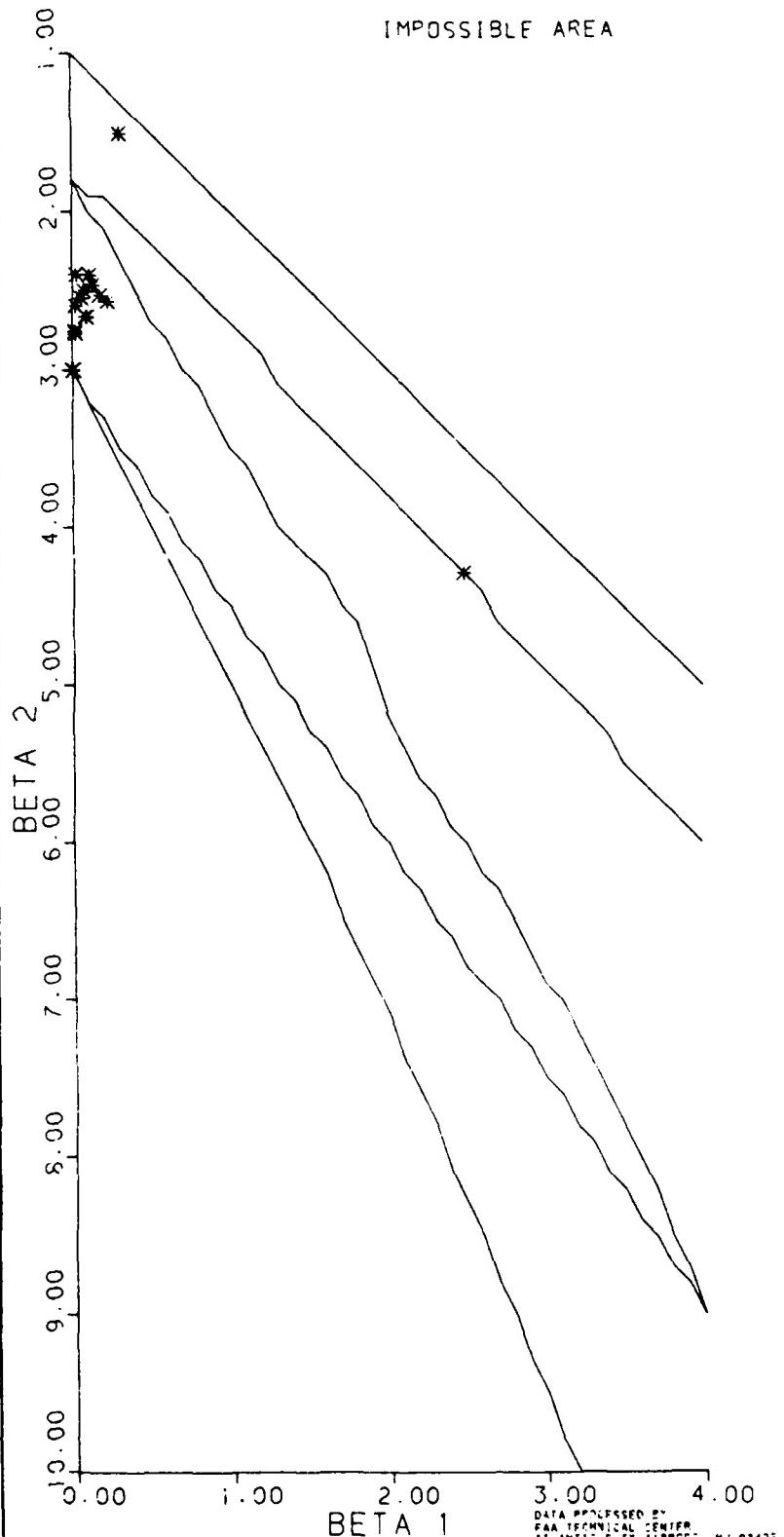
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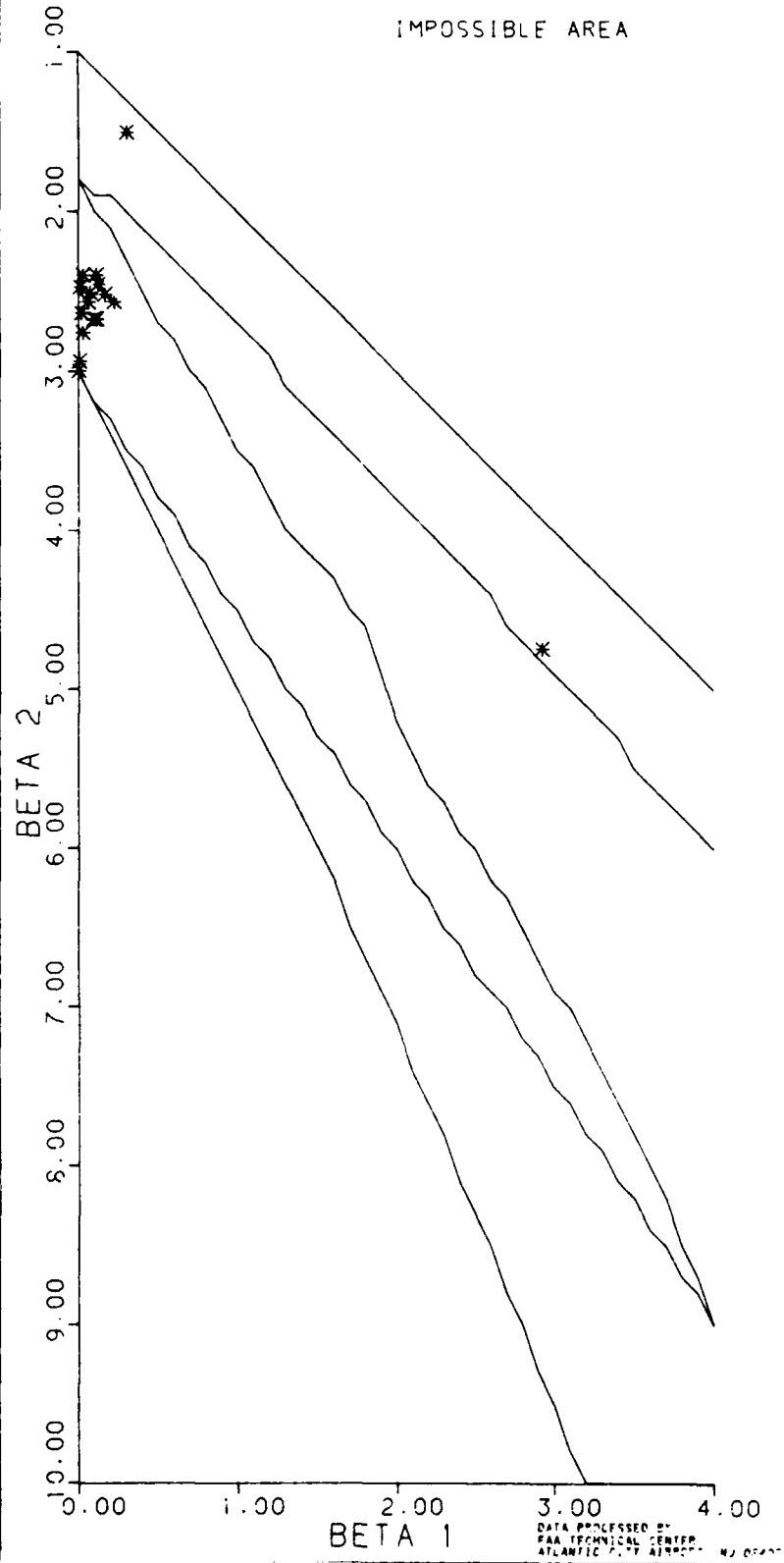
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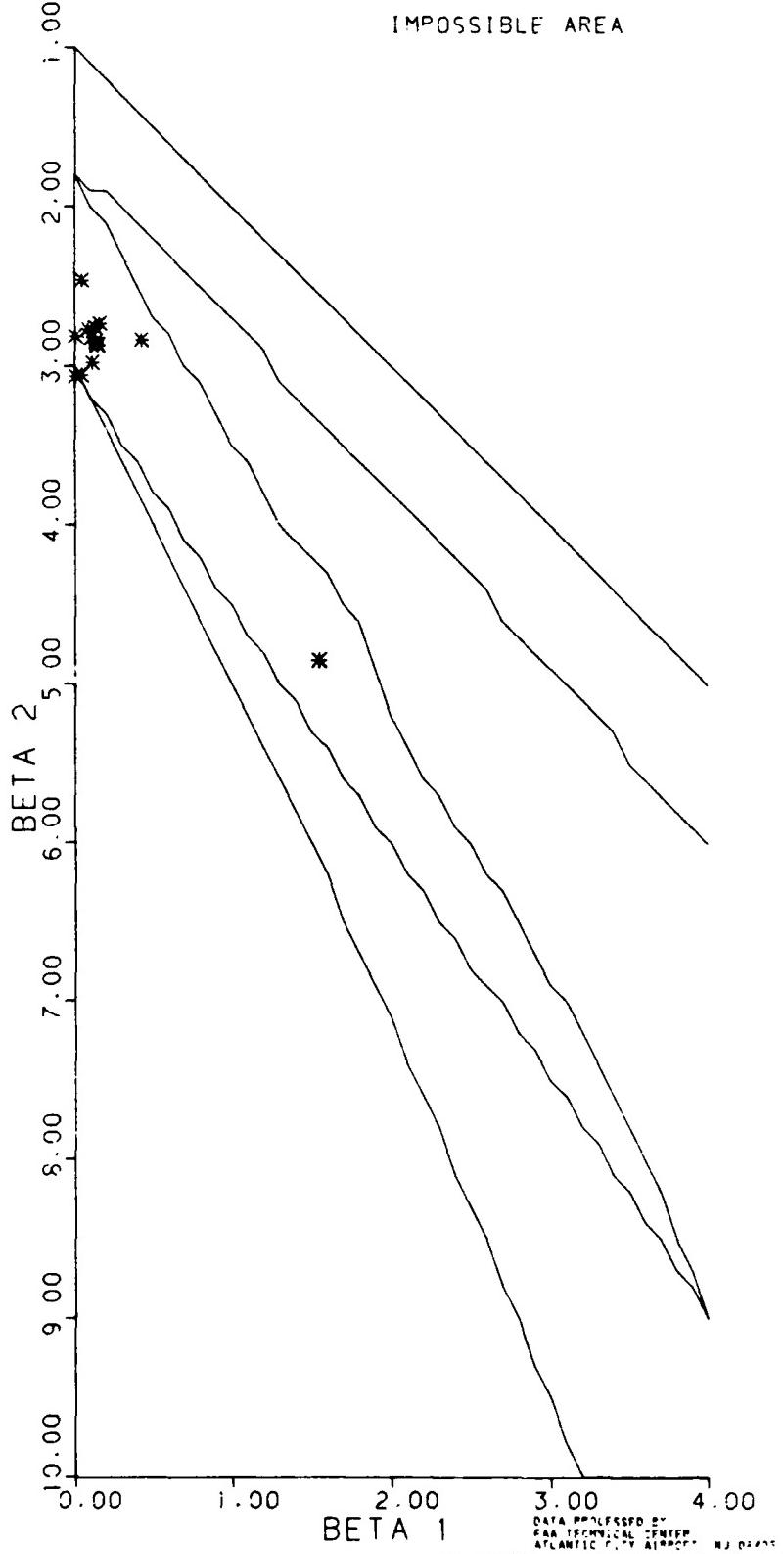
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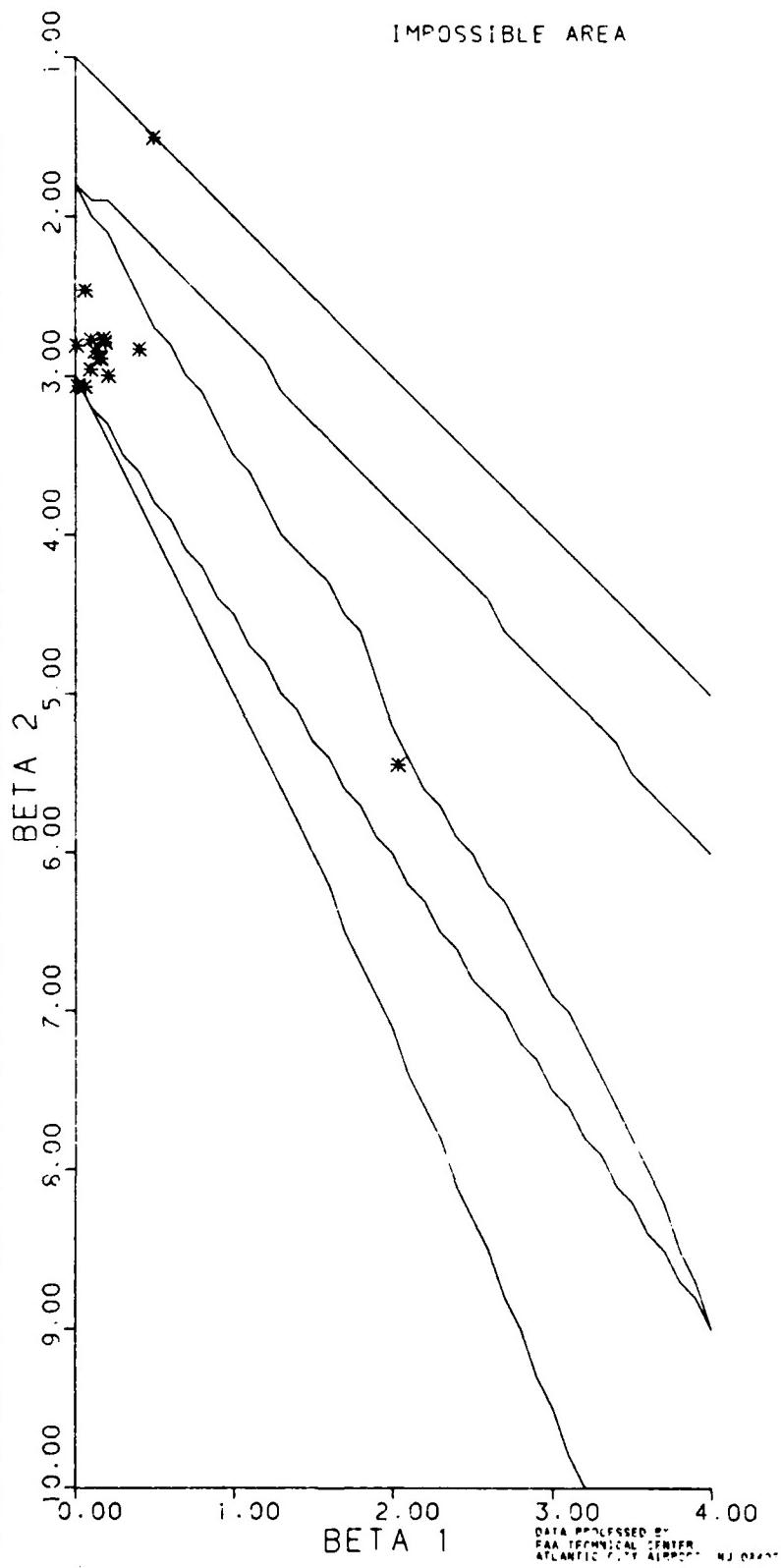
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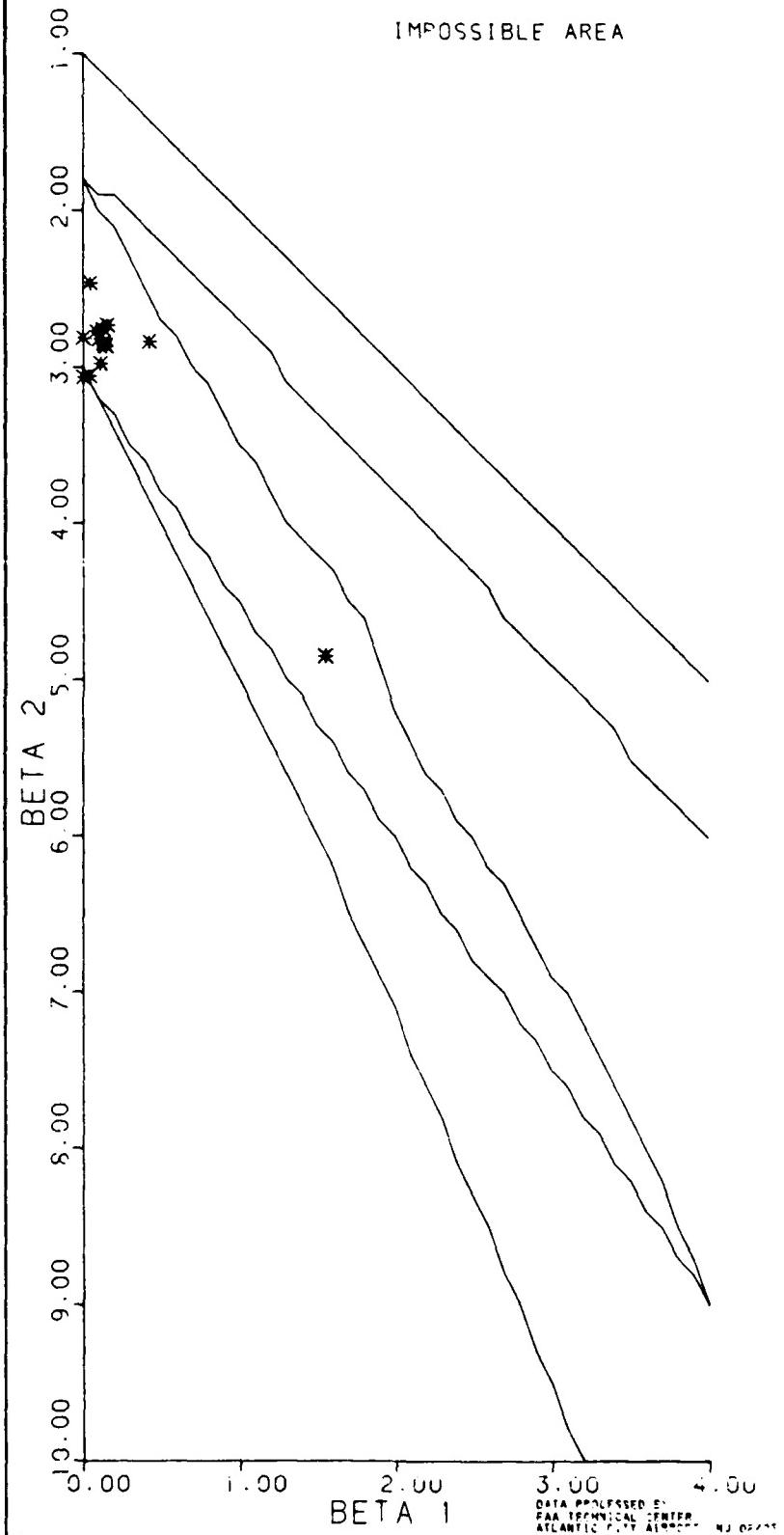
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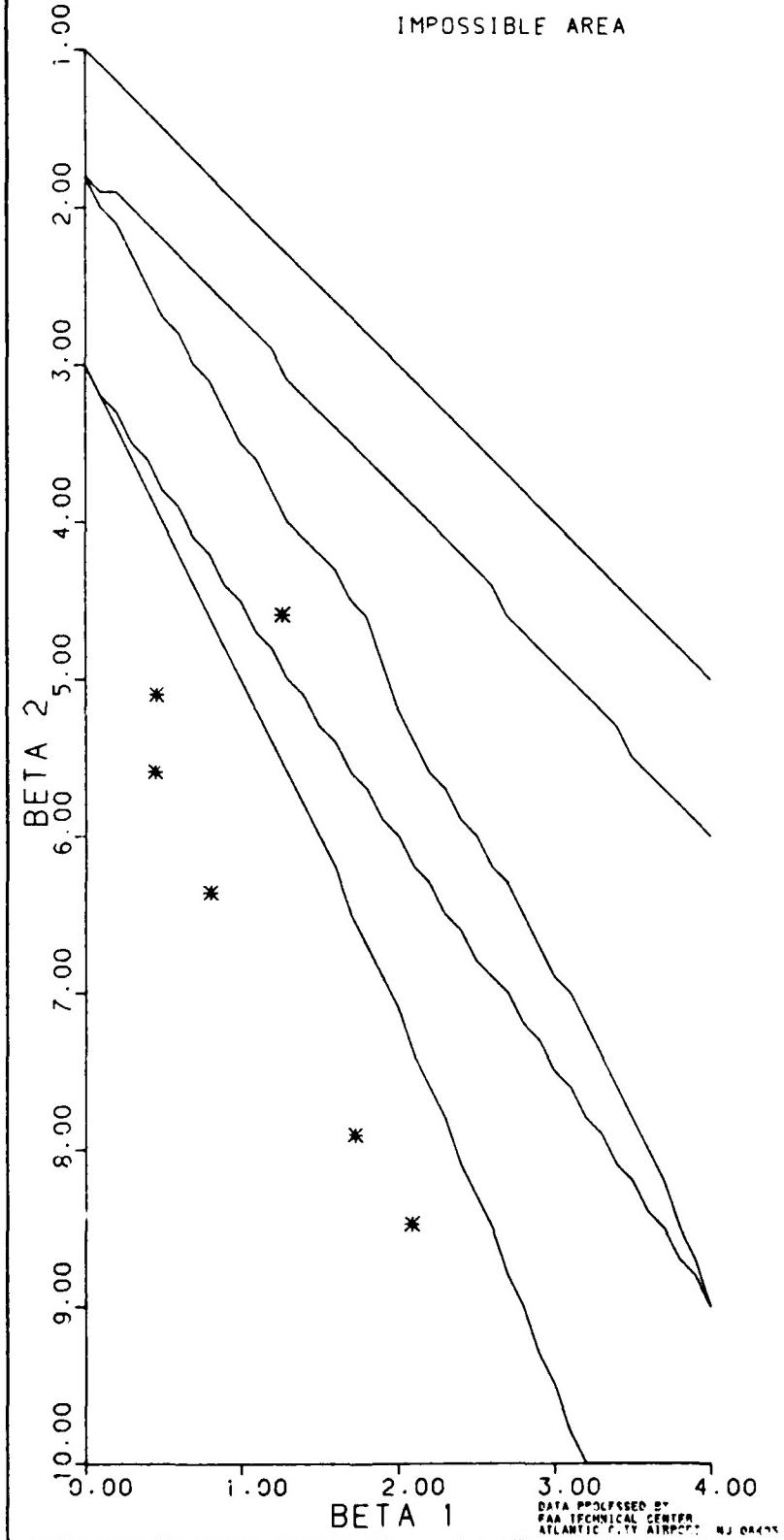
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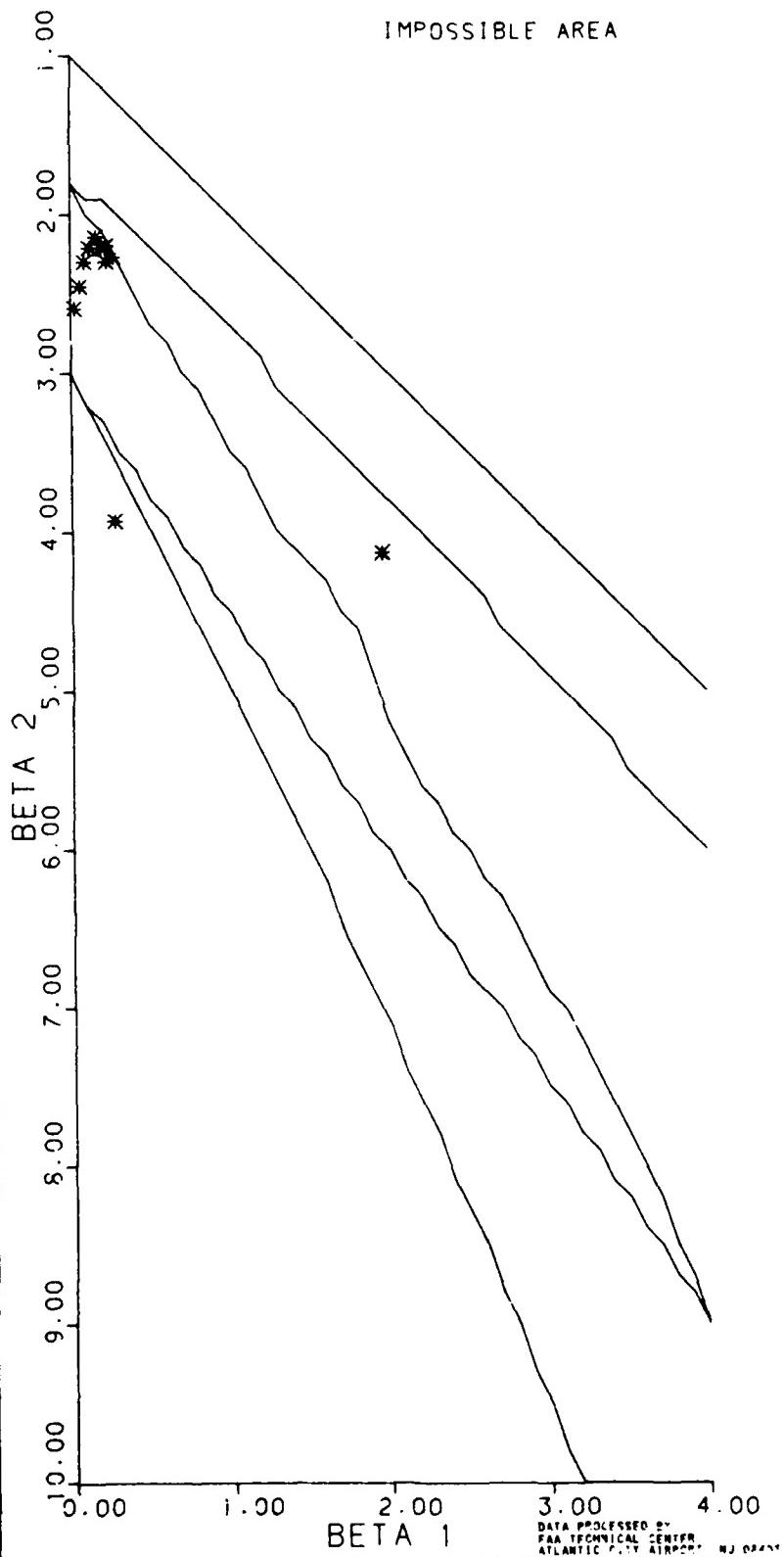
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ANGULAR POSITION (DEG)



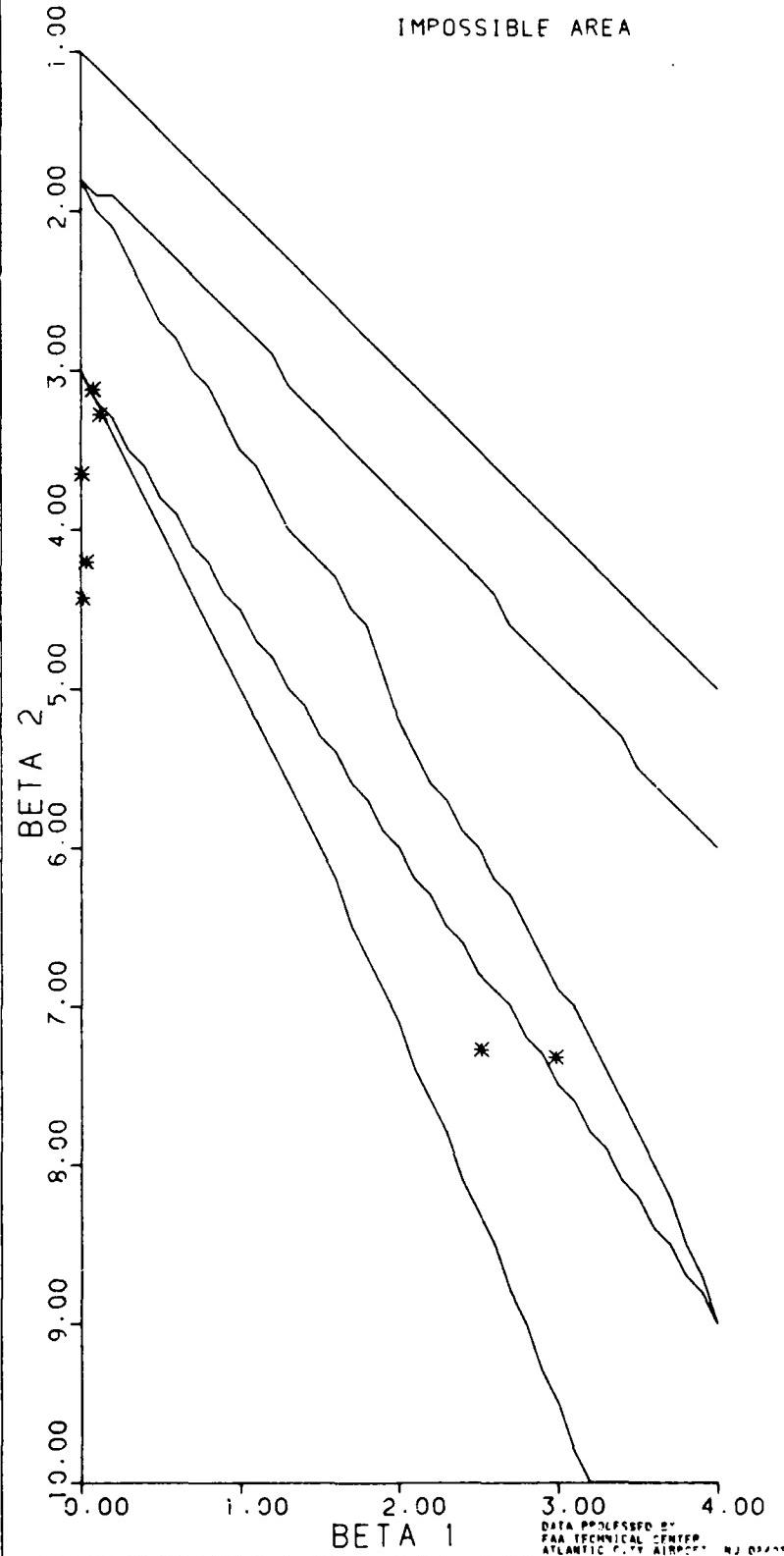
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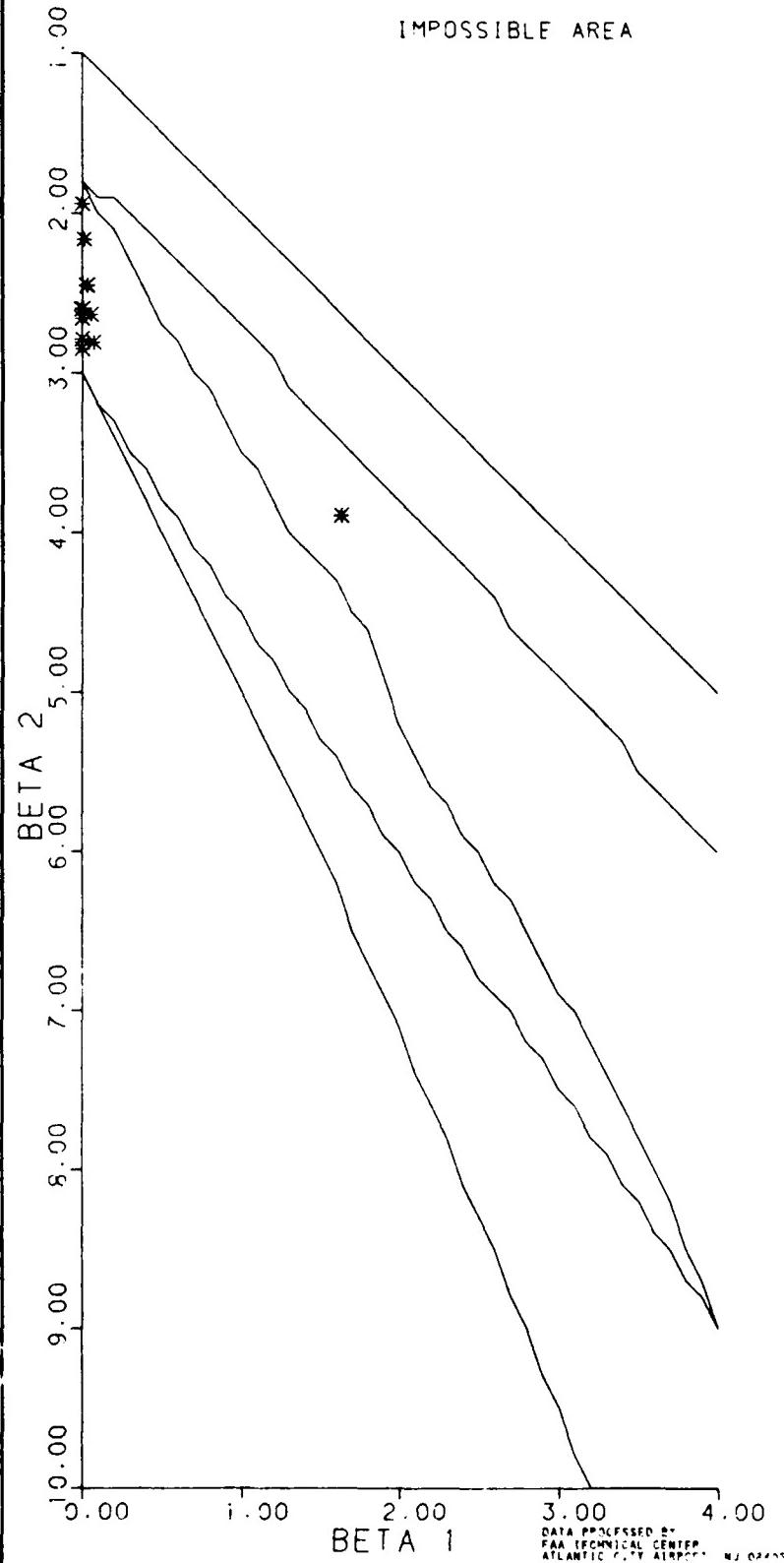
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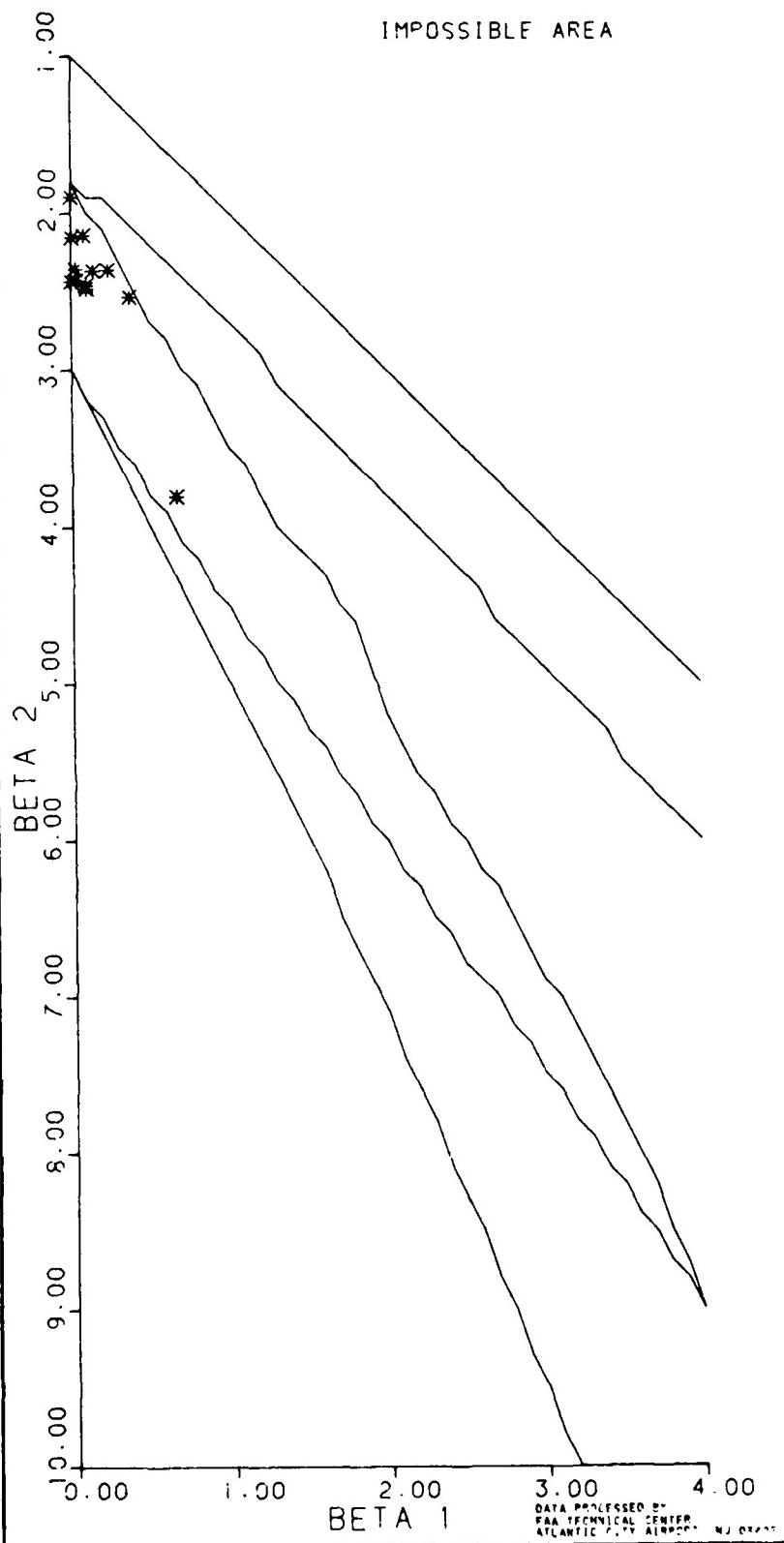
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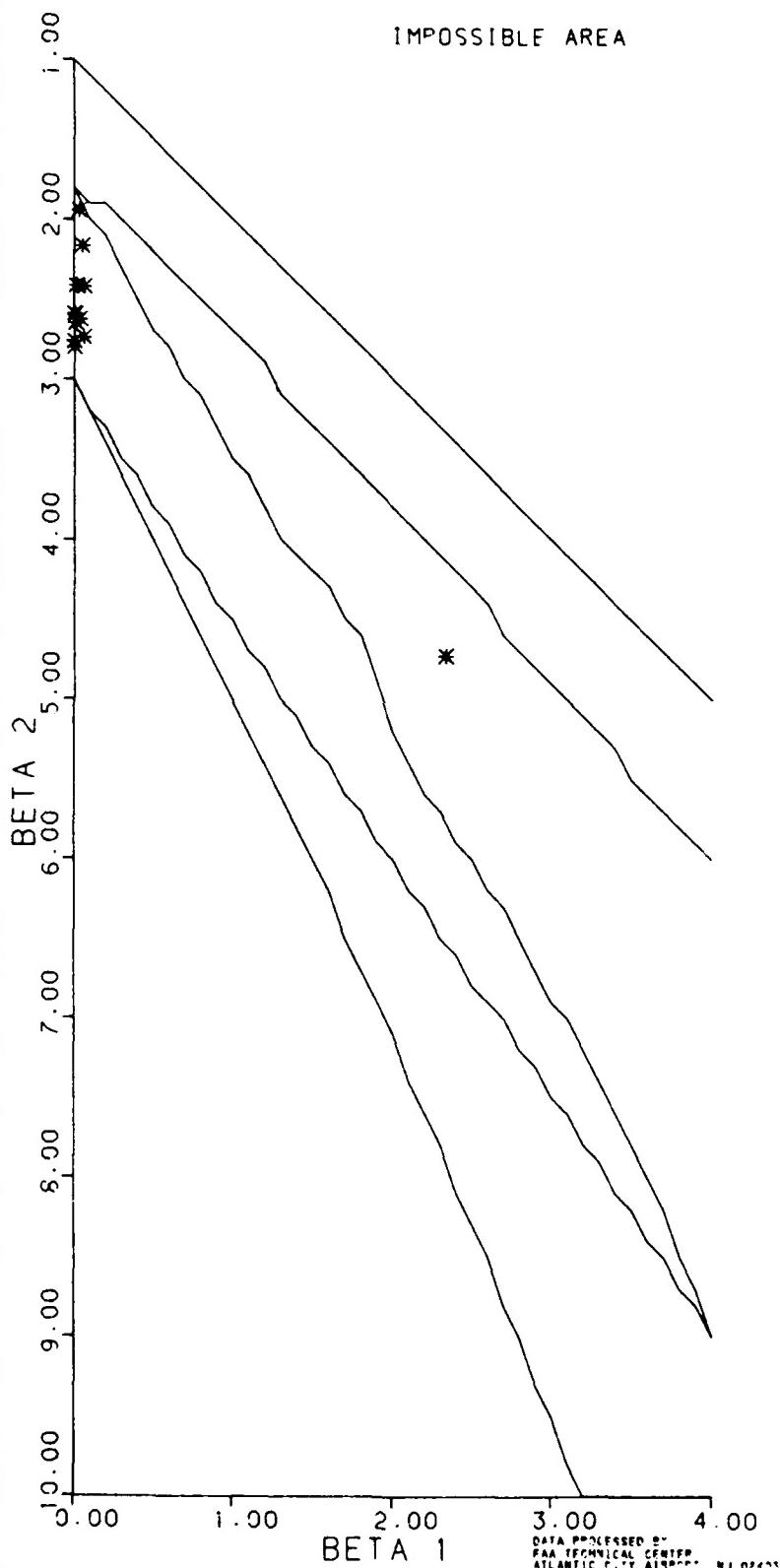
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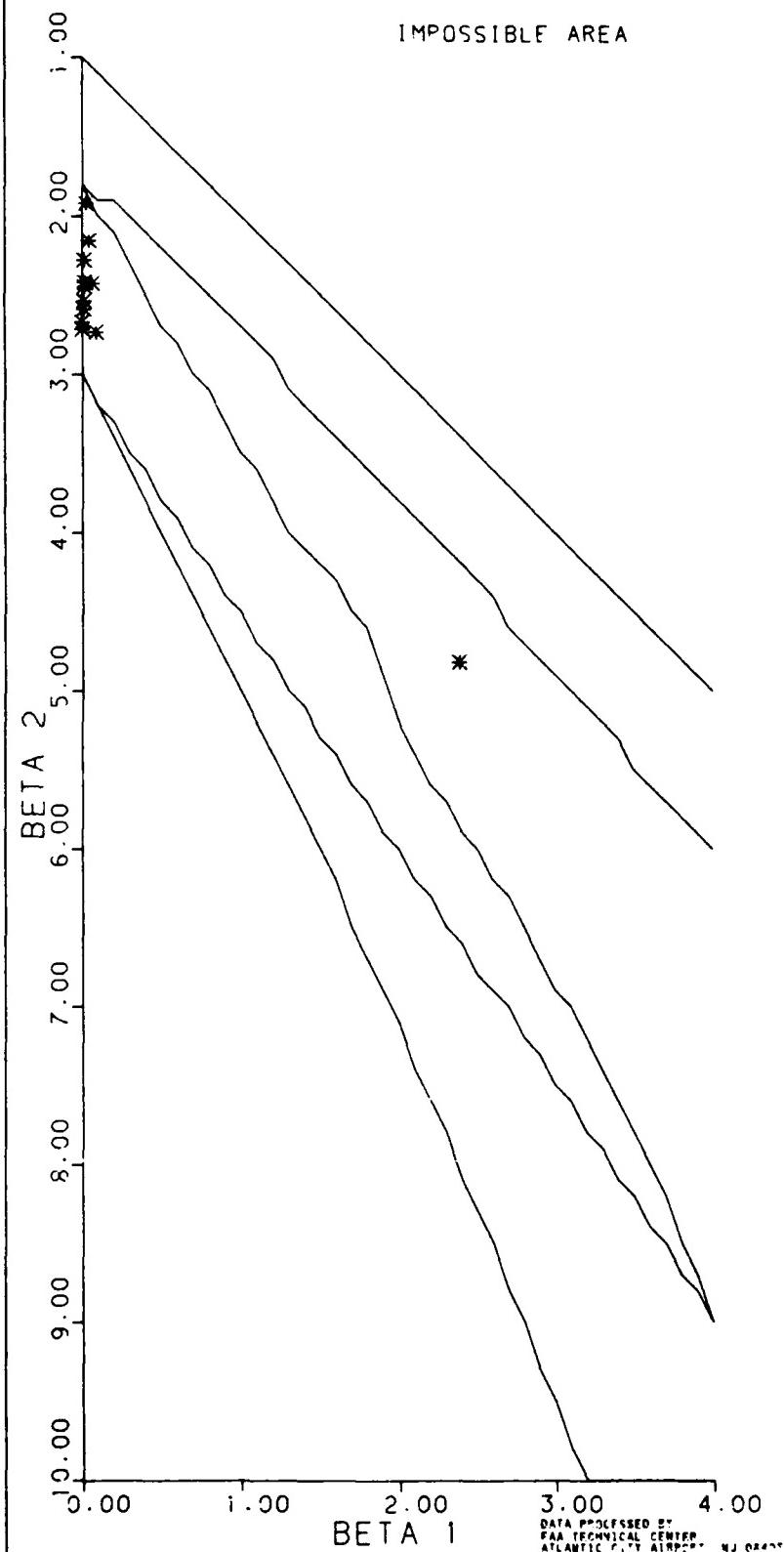
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VERTICAL VELOCITY (FPM)



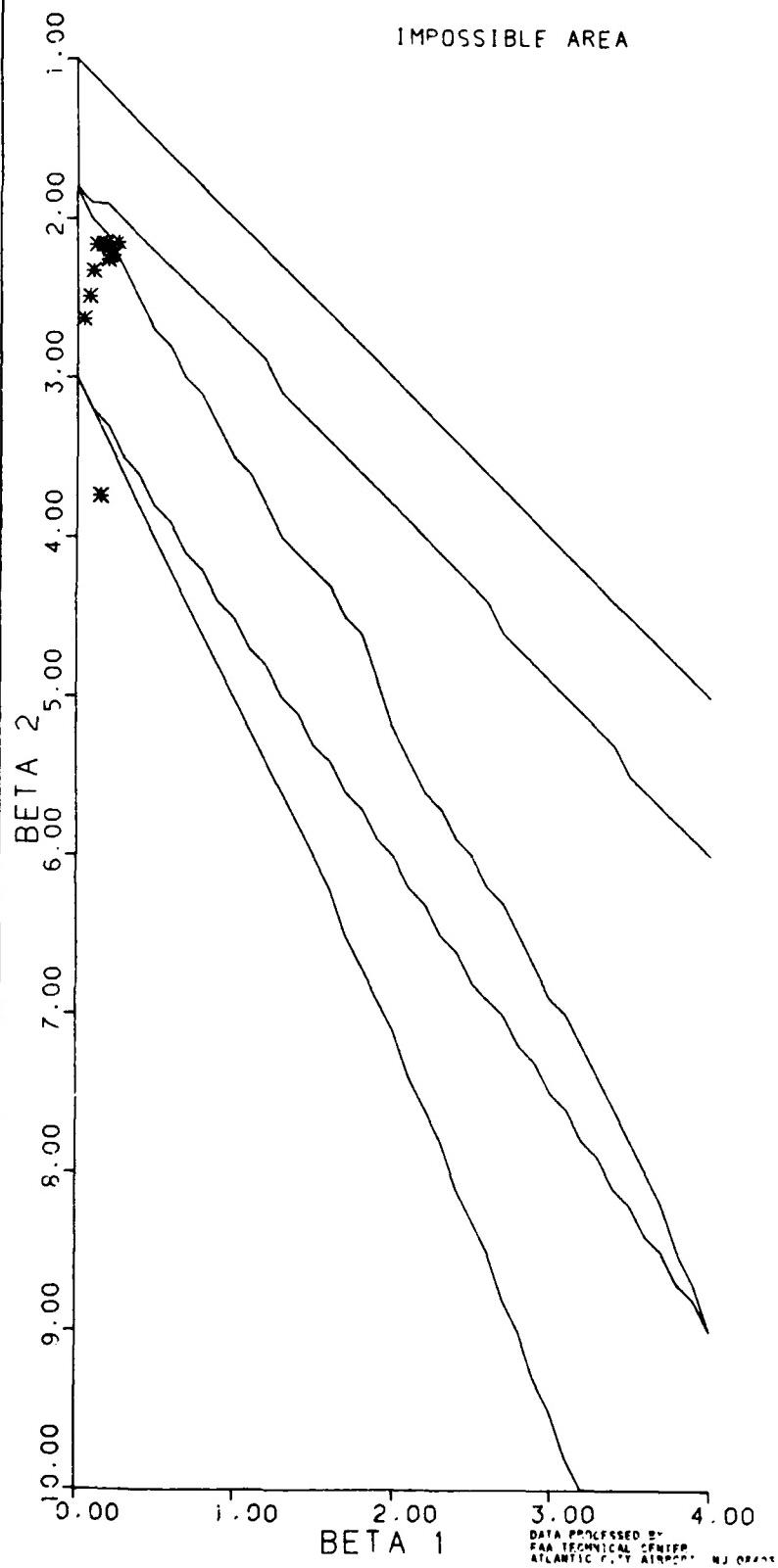
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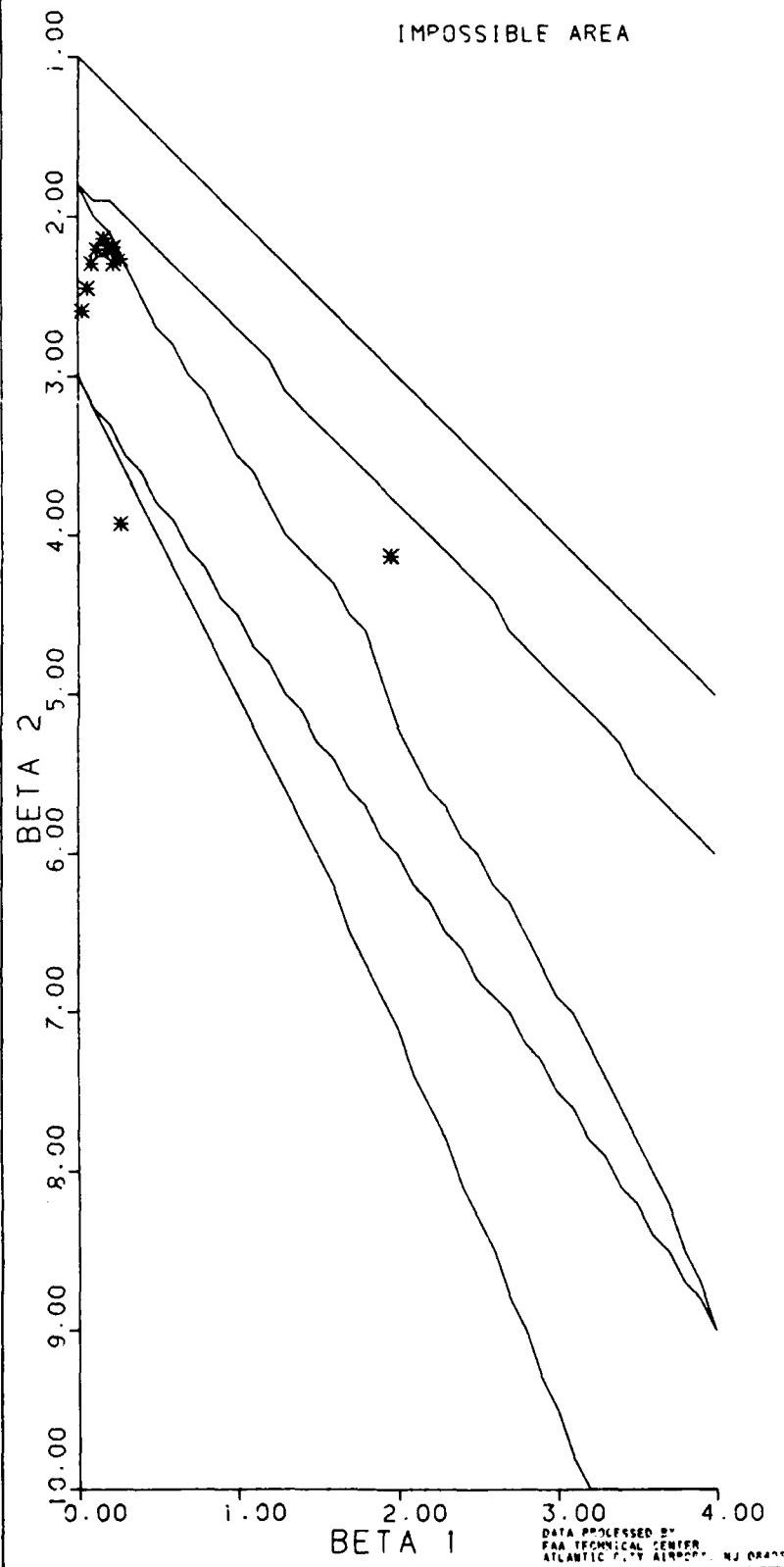
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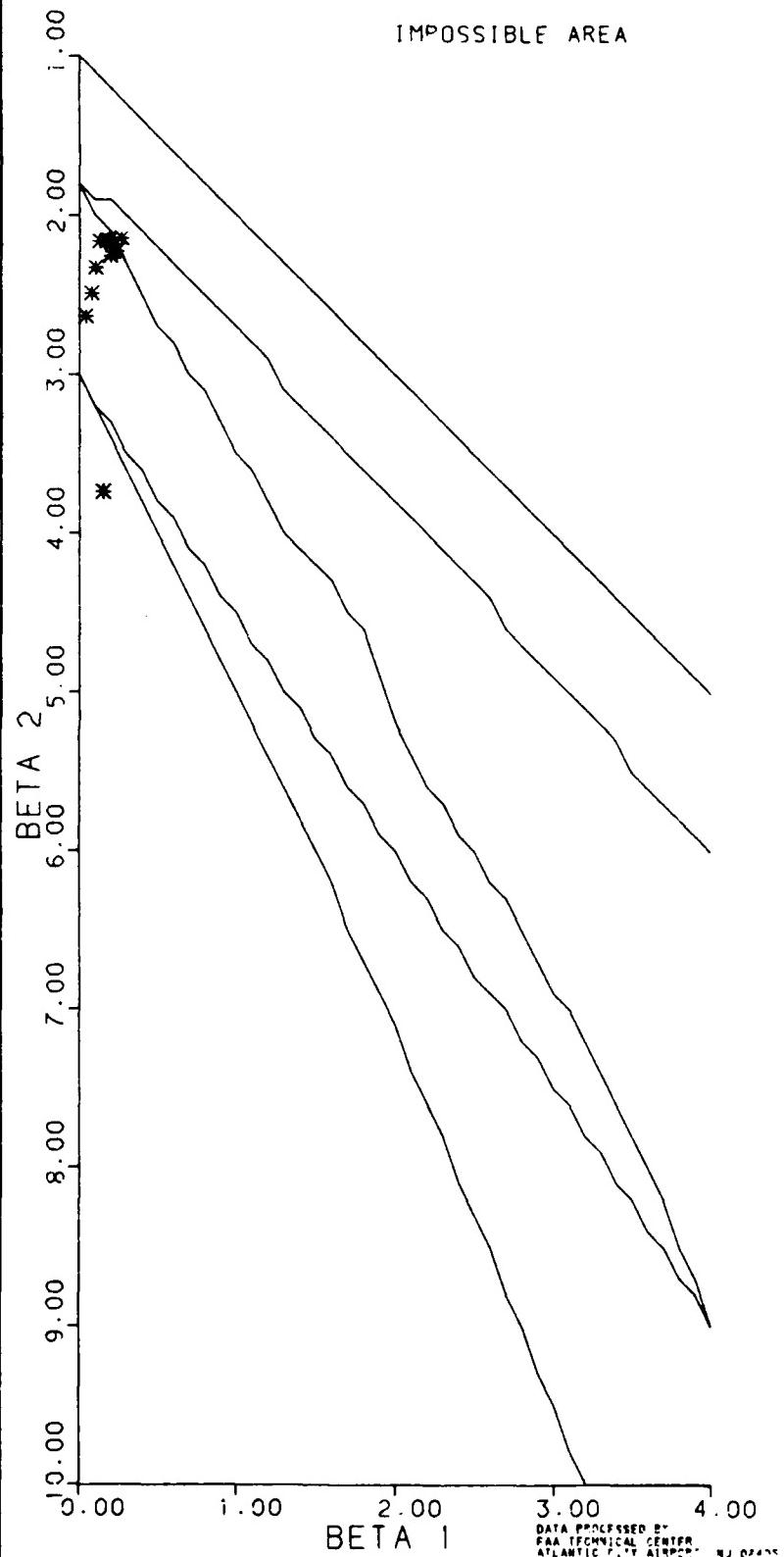
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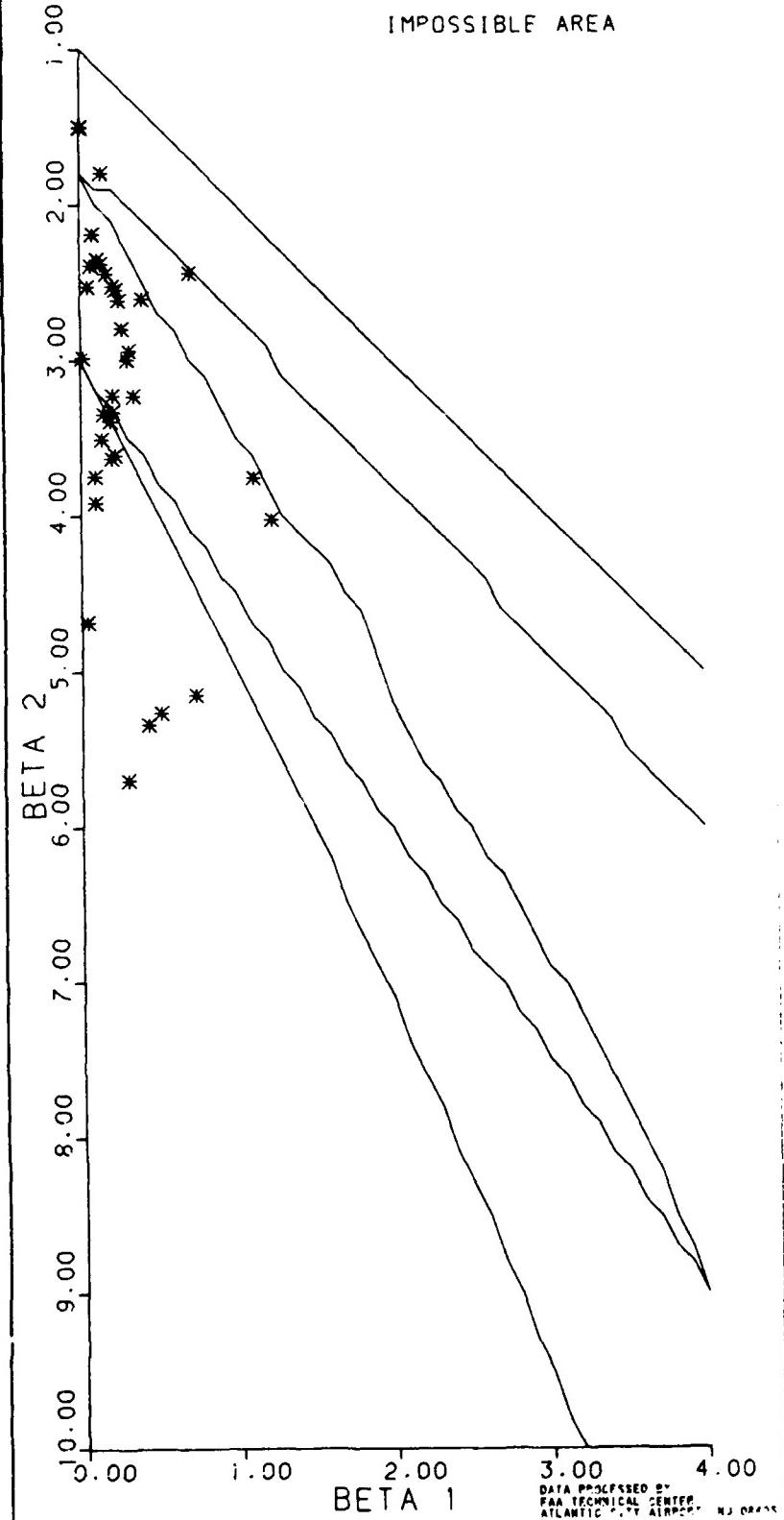
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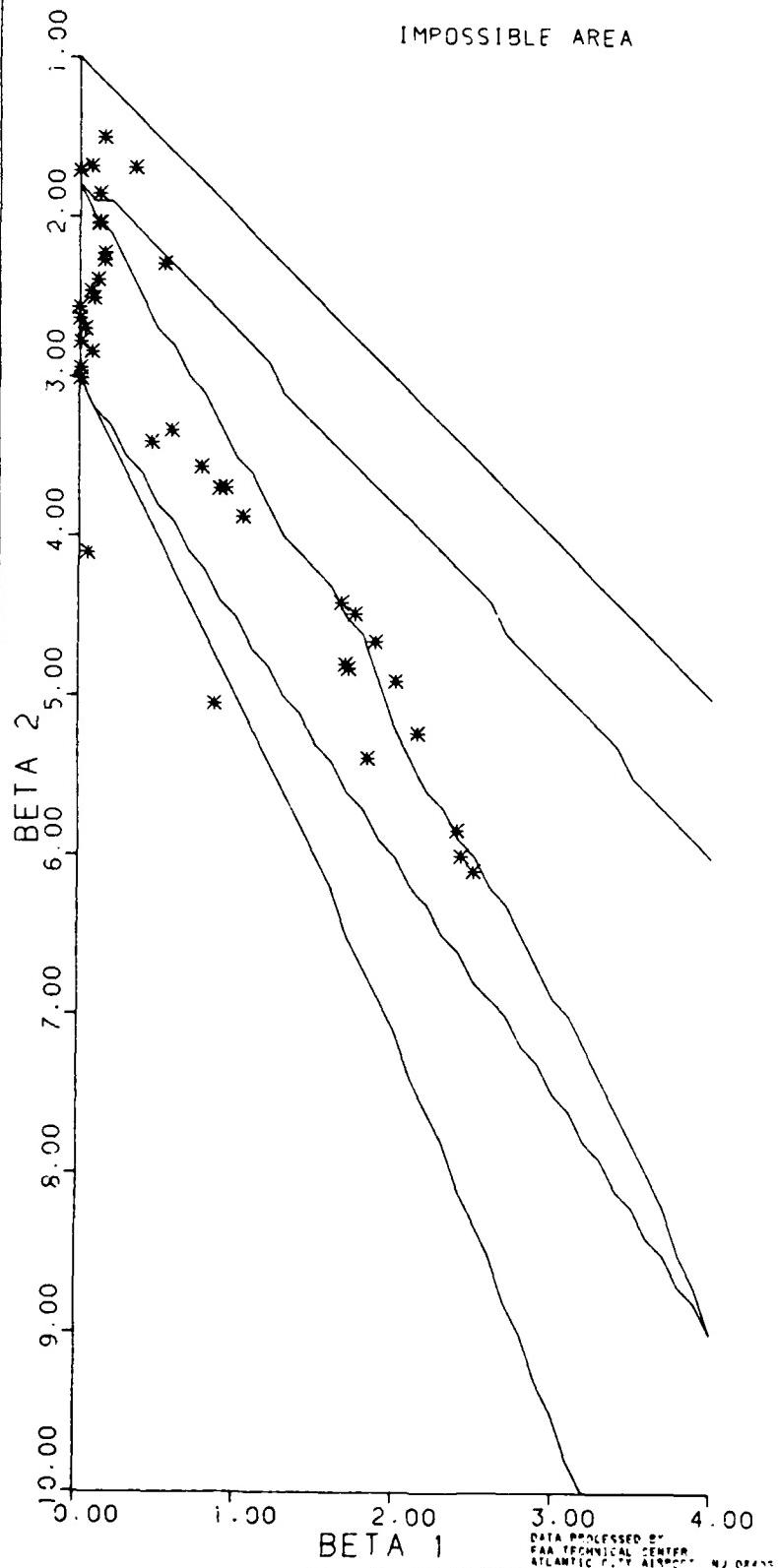
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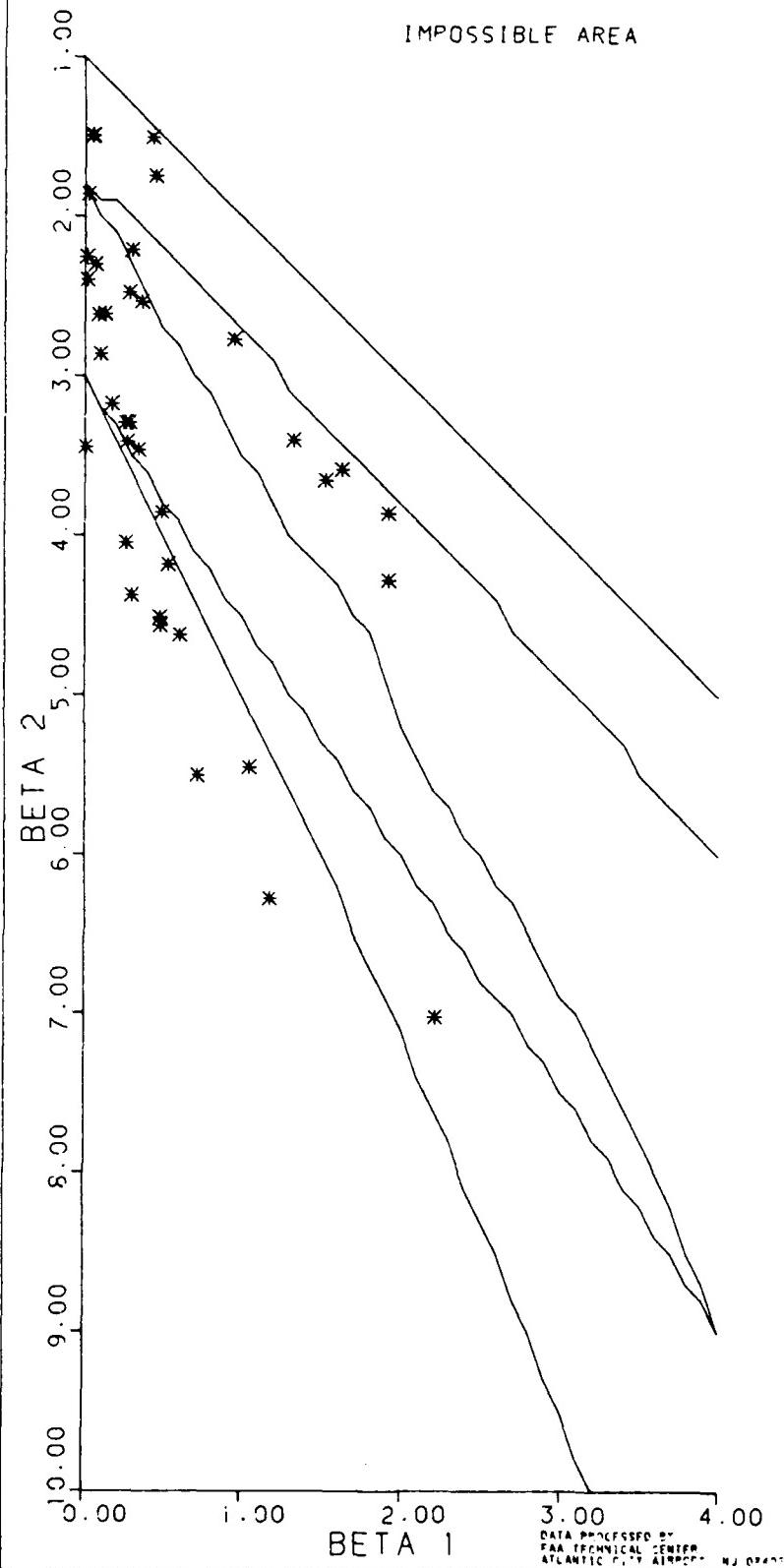
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CROSSTRAK POSITION (FT)



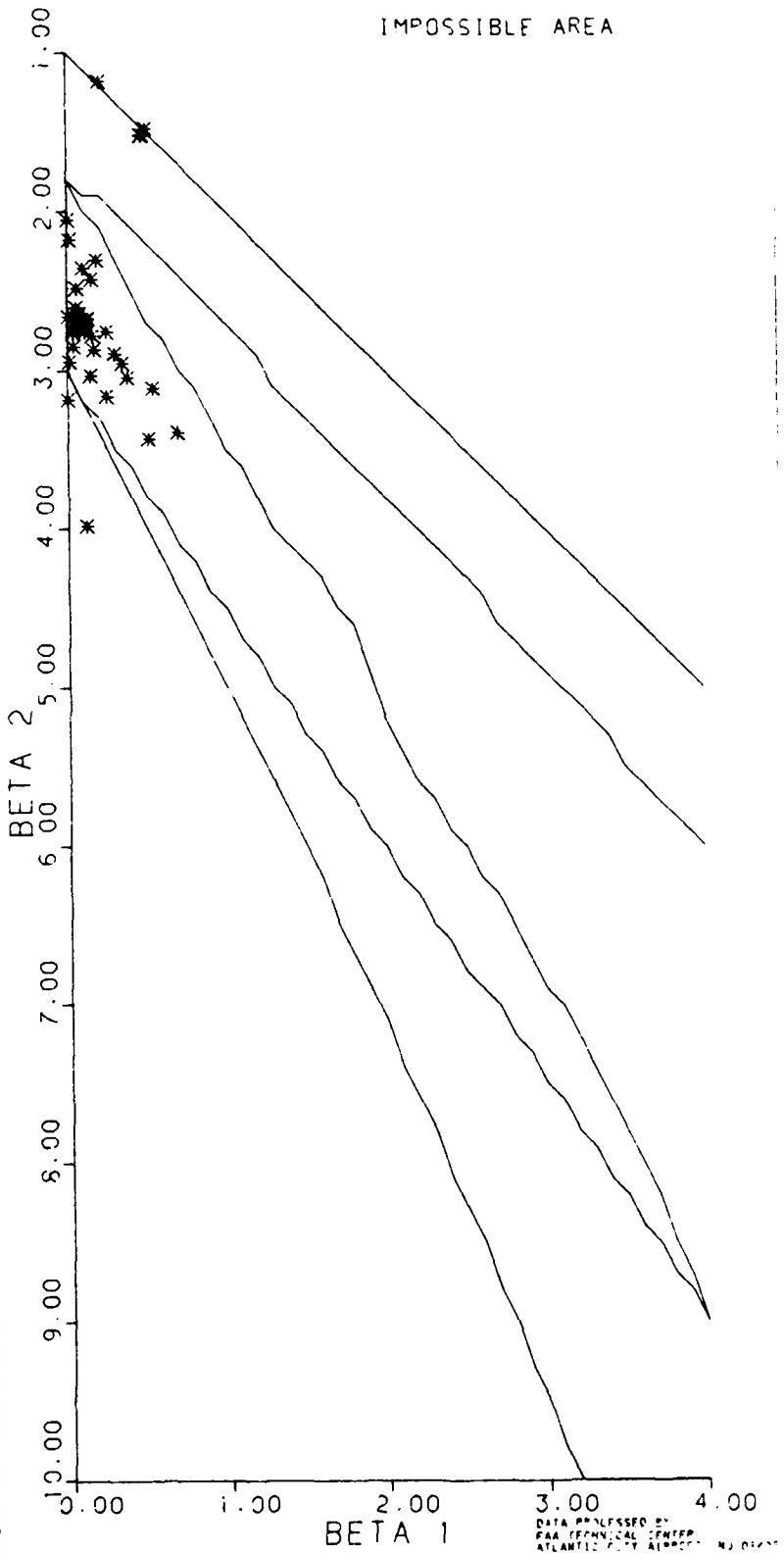
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ALTITUDE (FT)



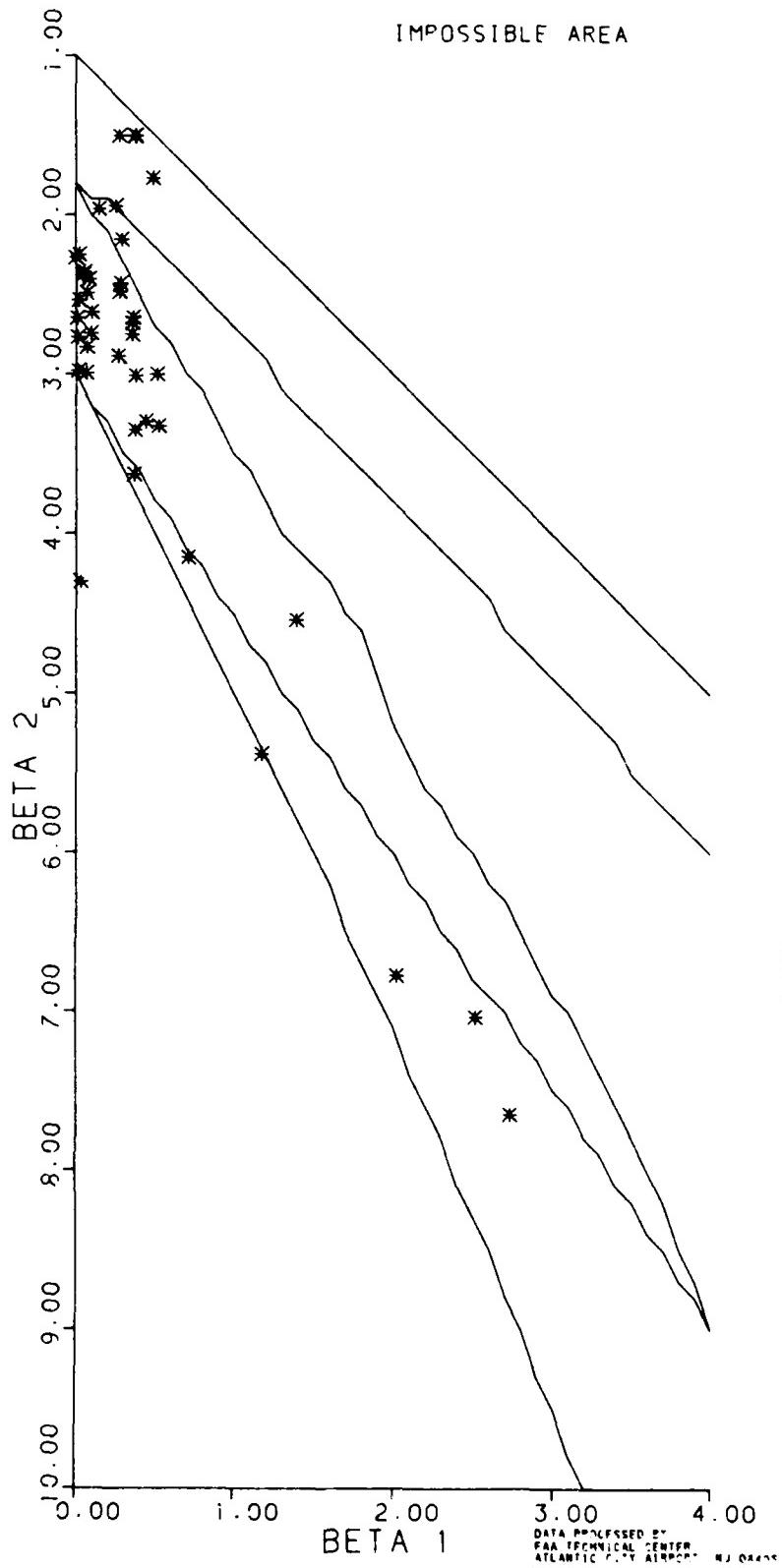
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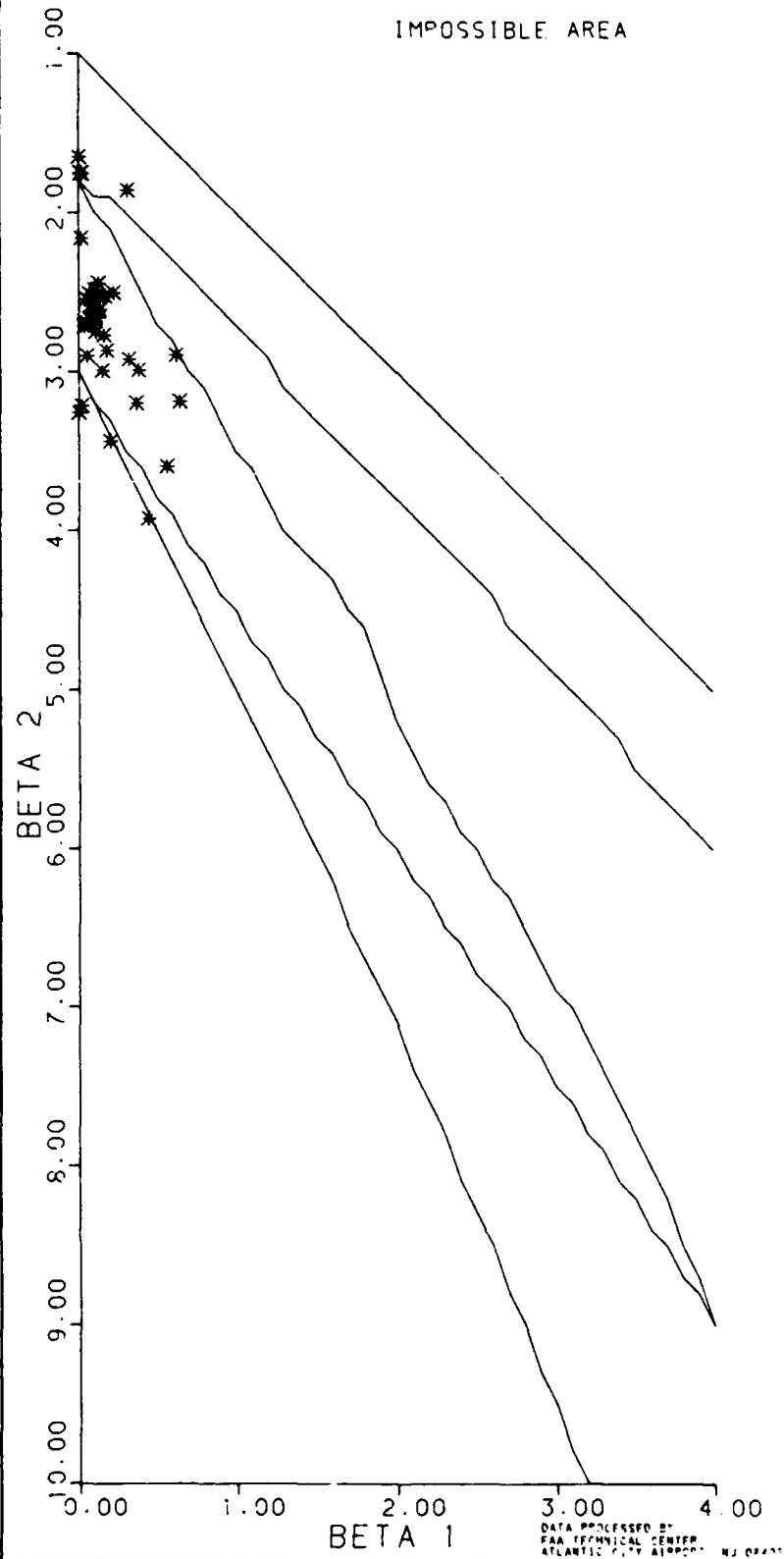
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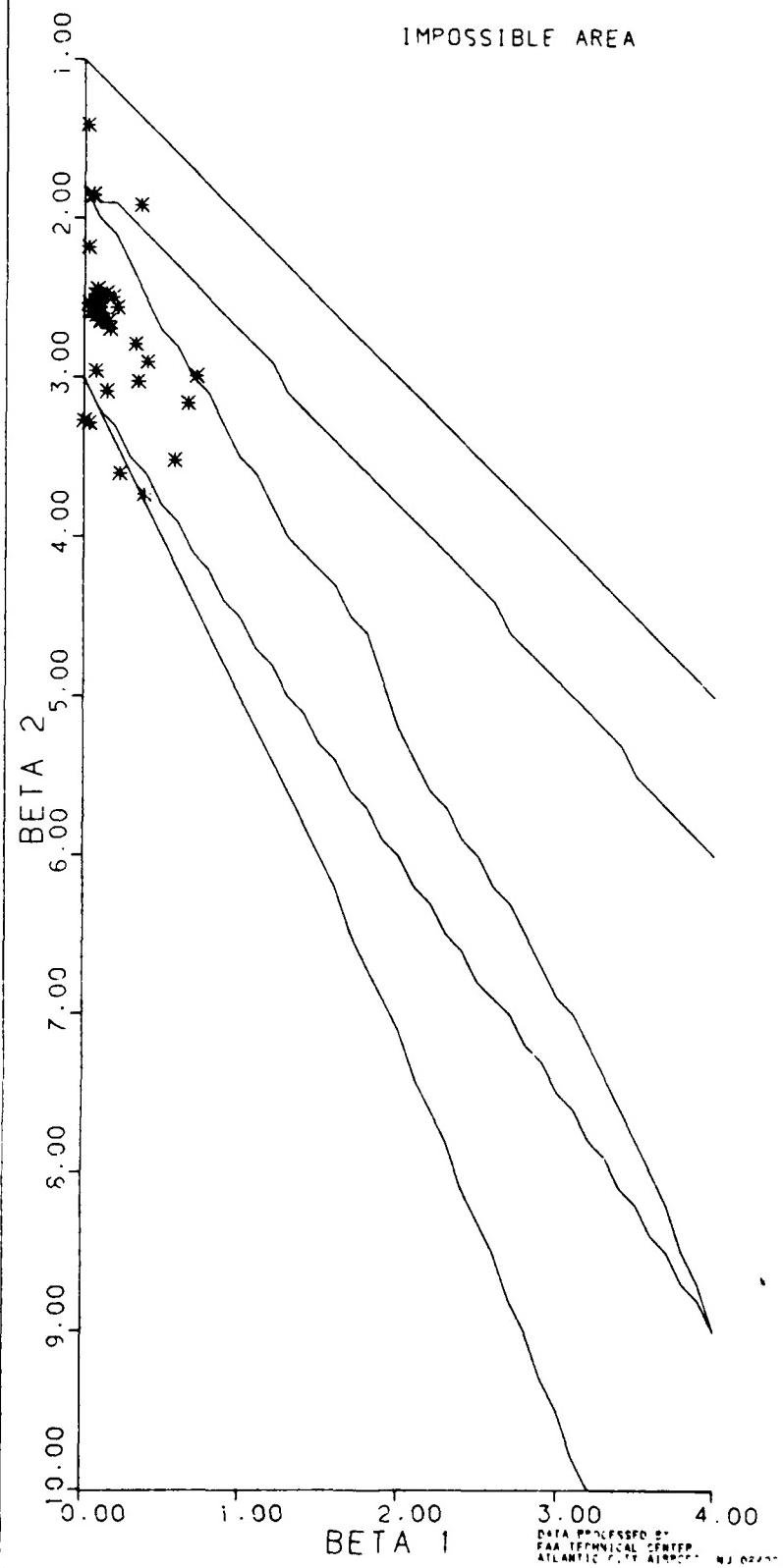
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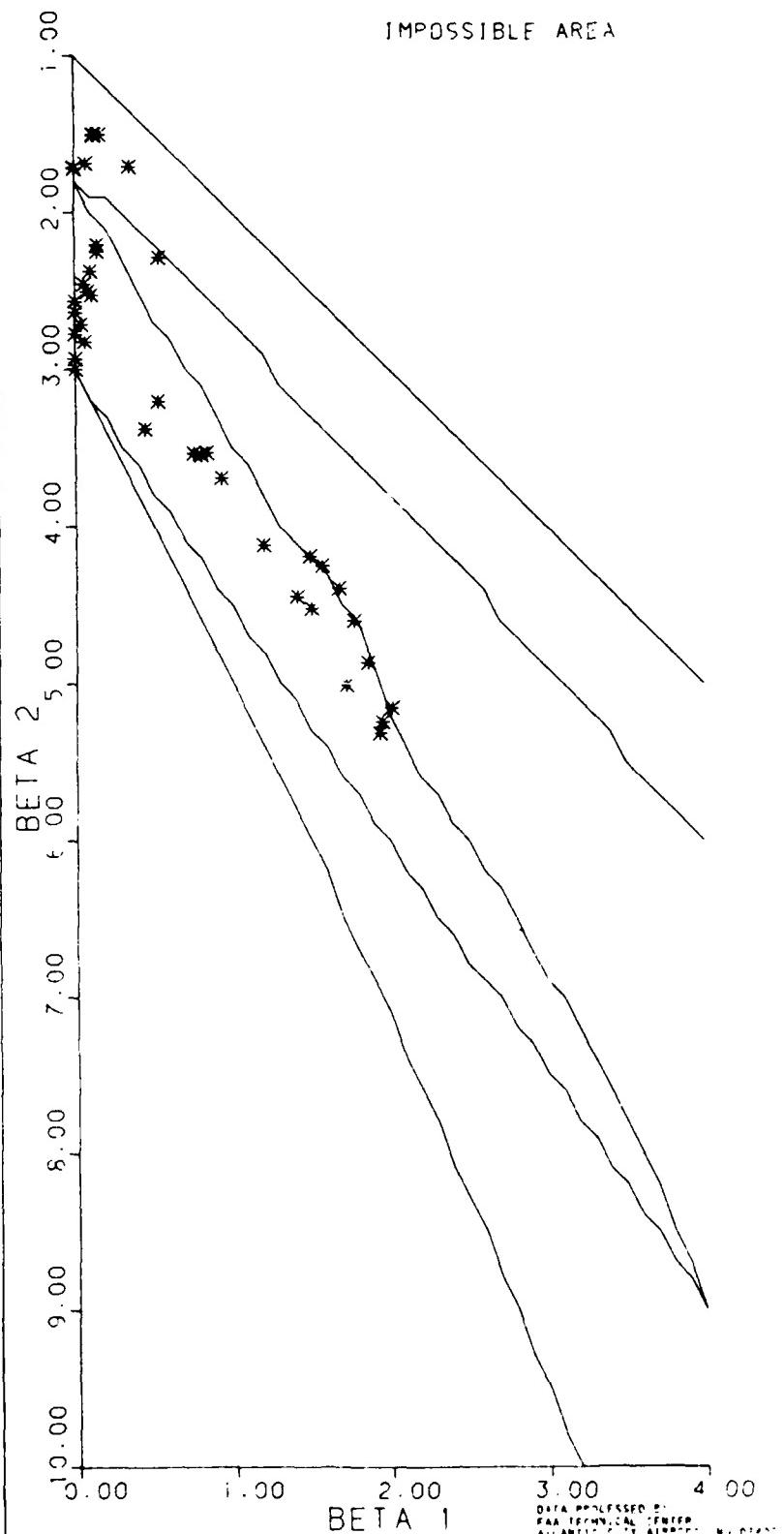
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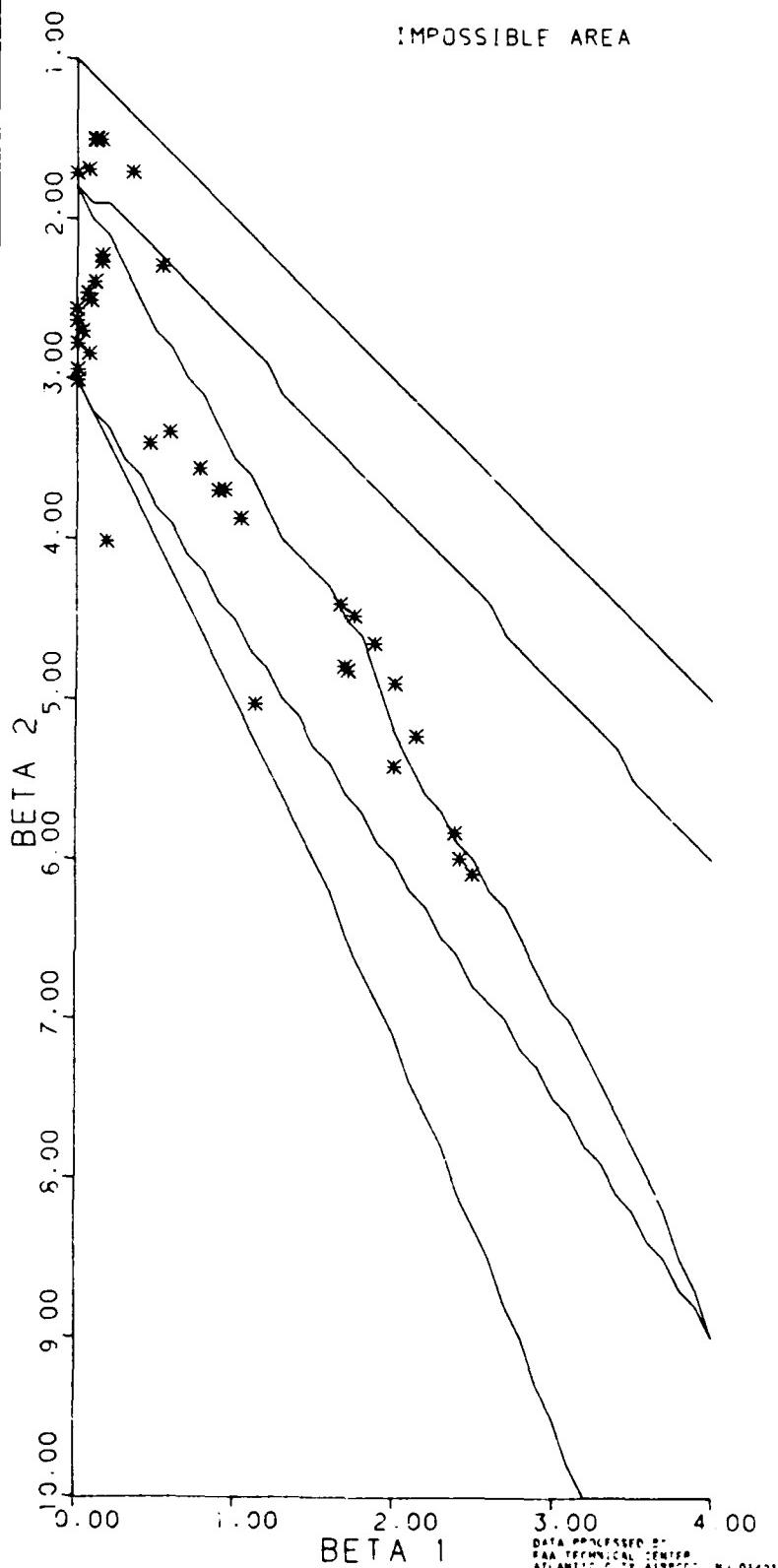
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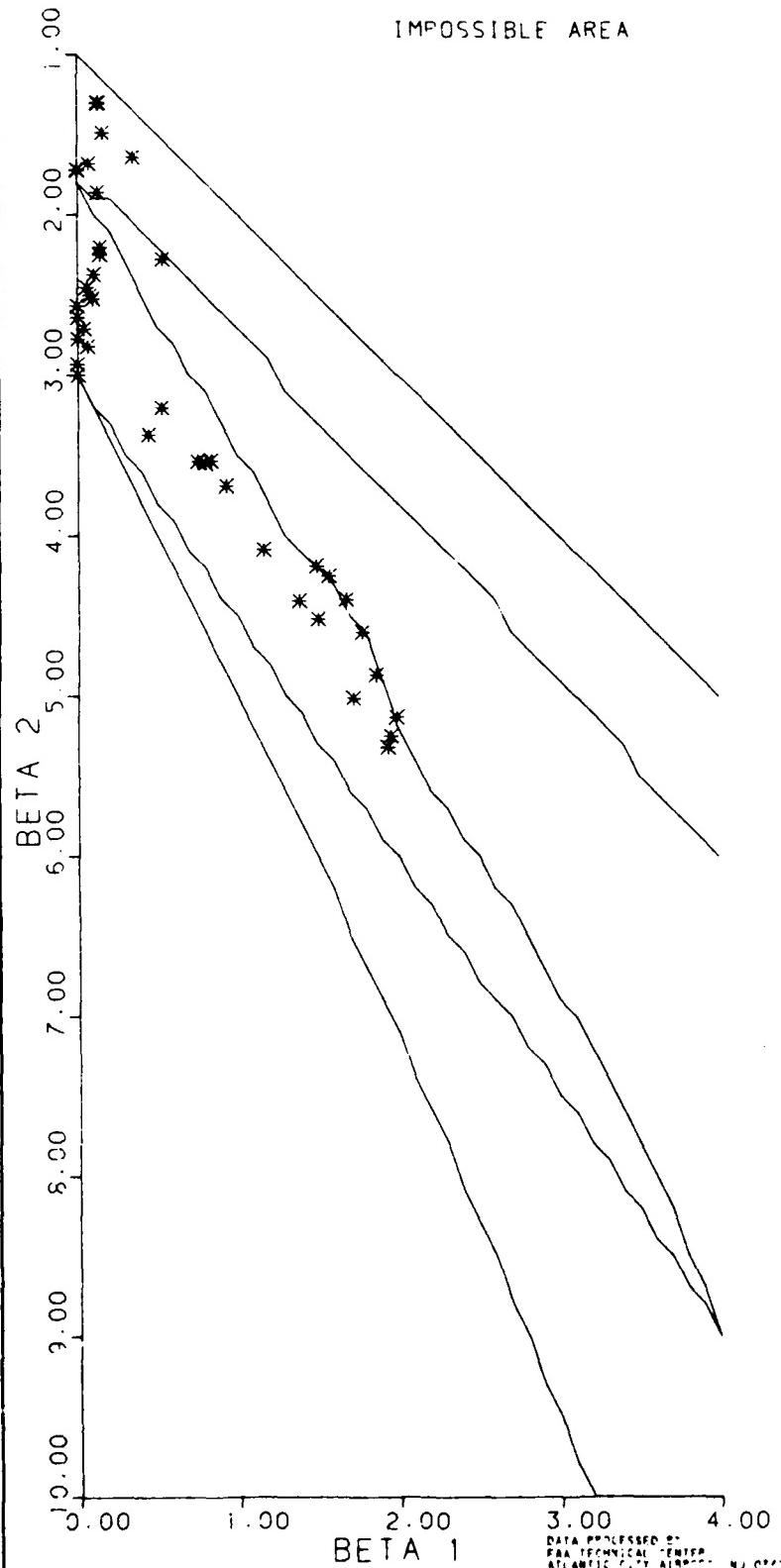
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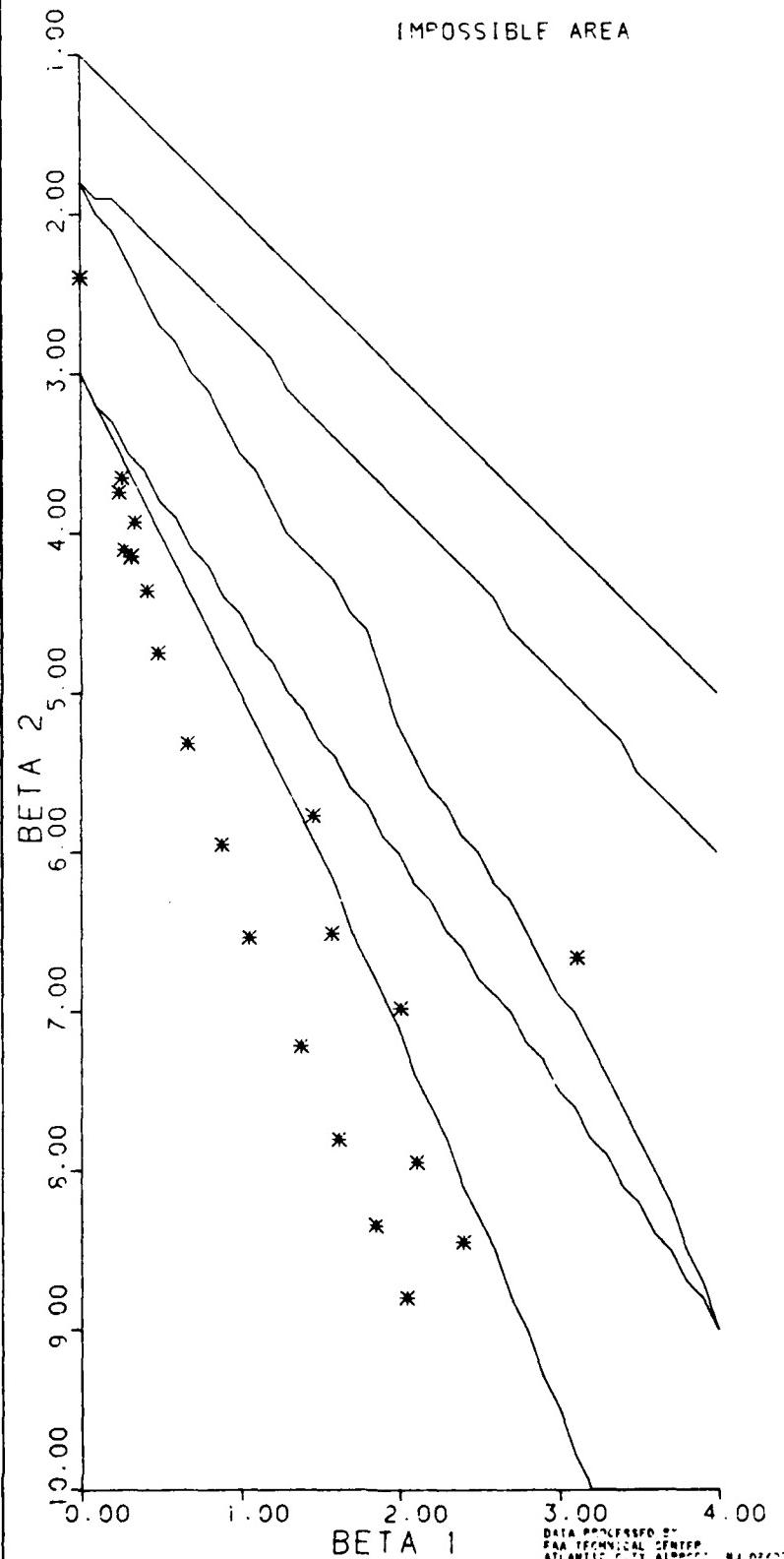
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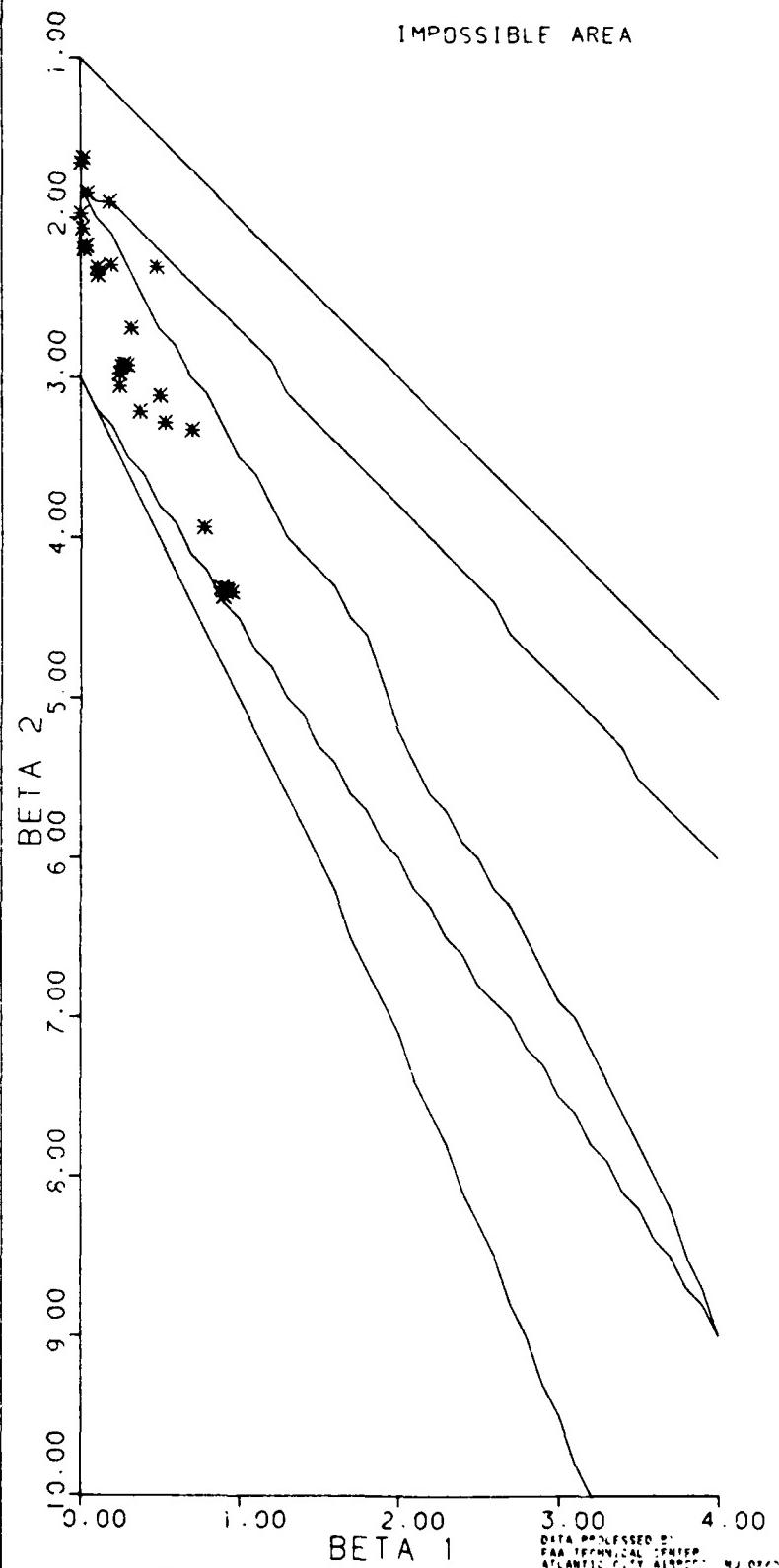
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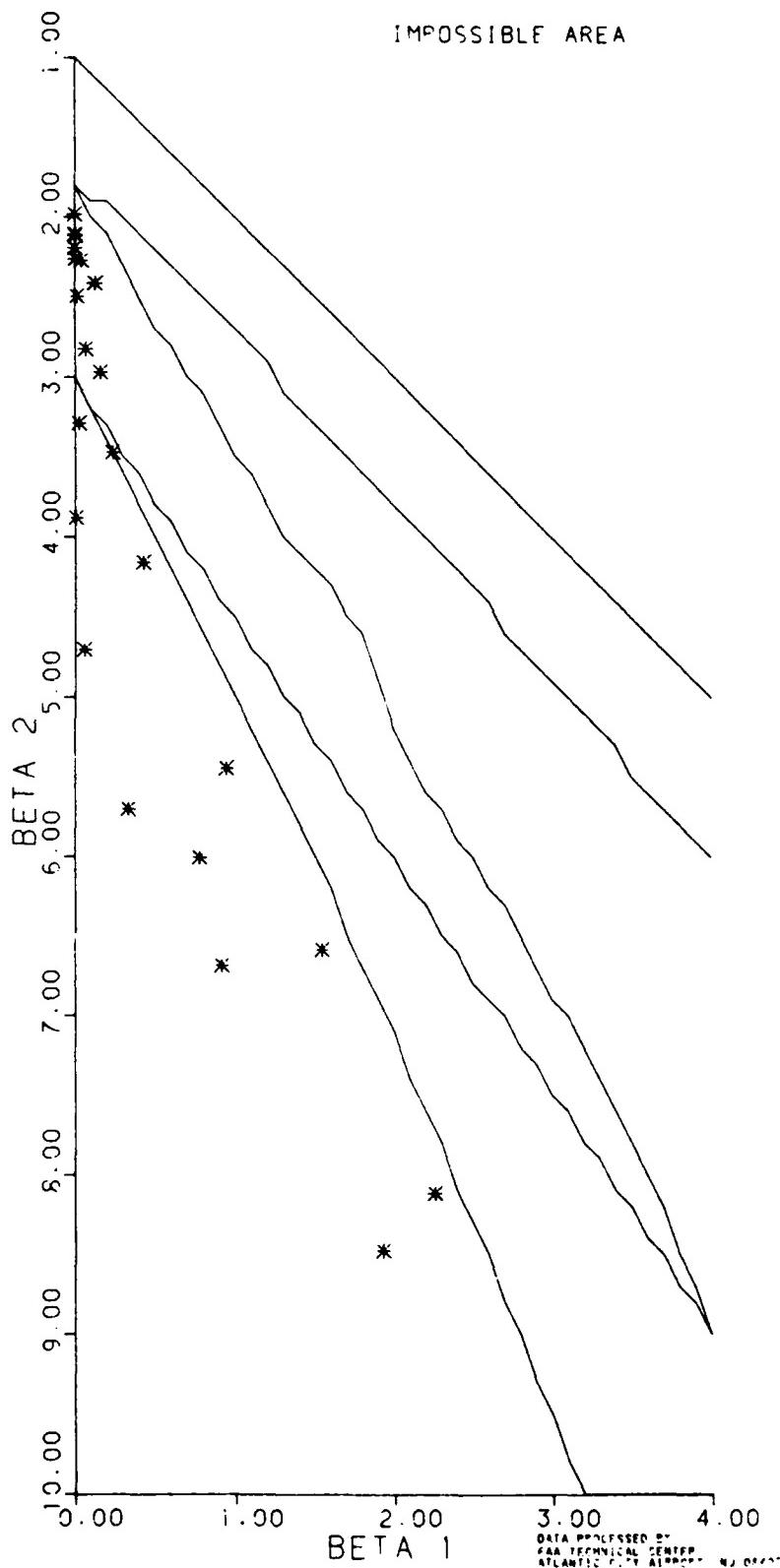
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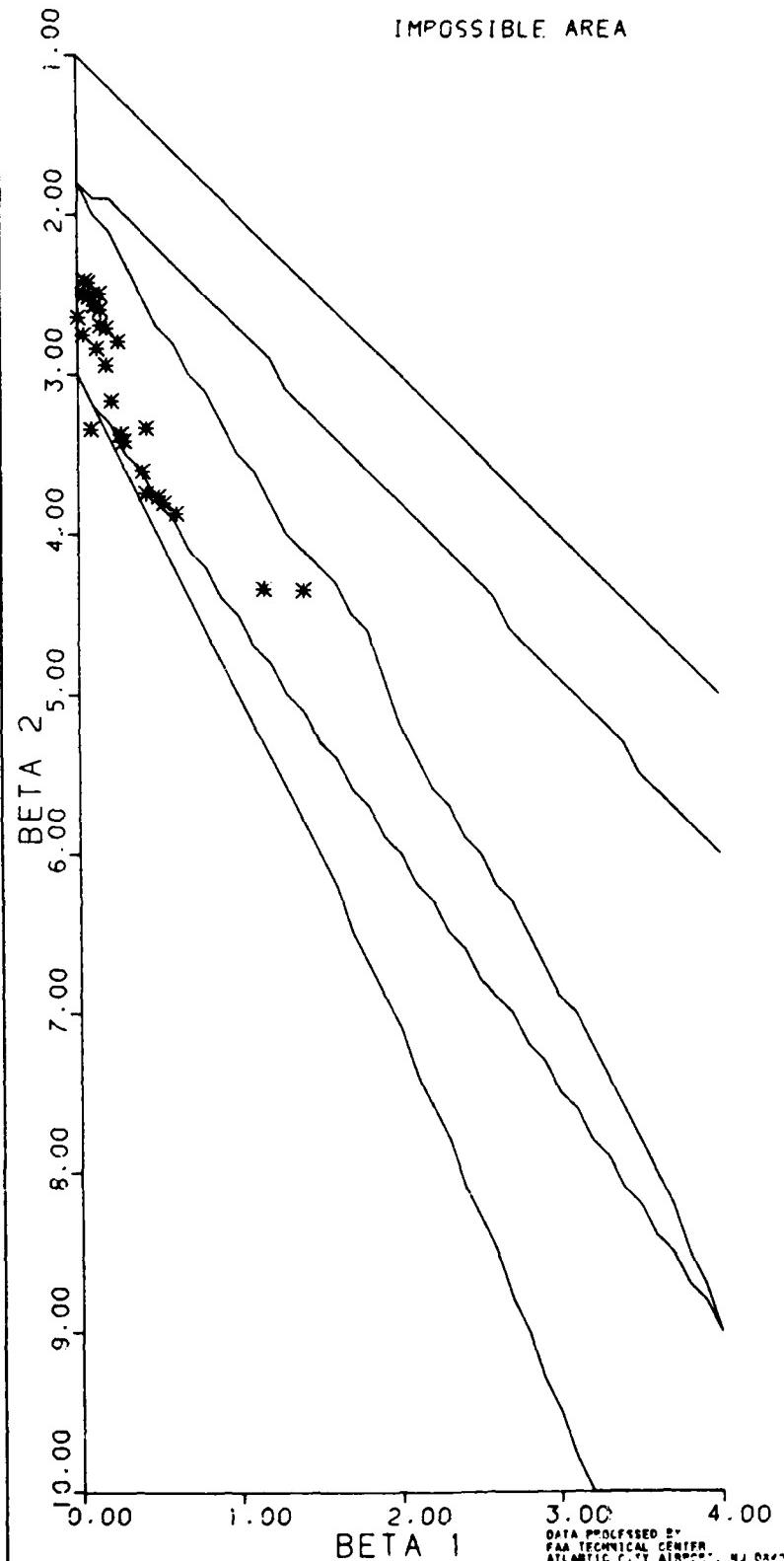
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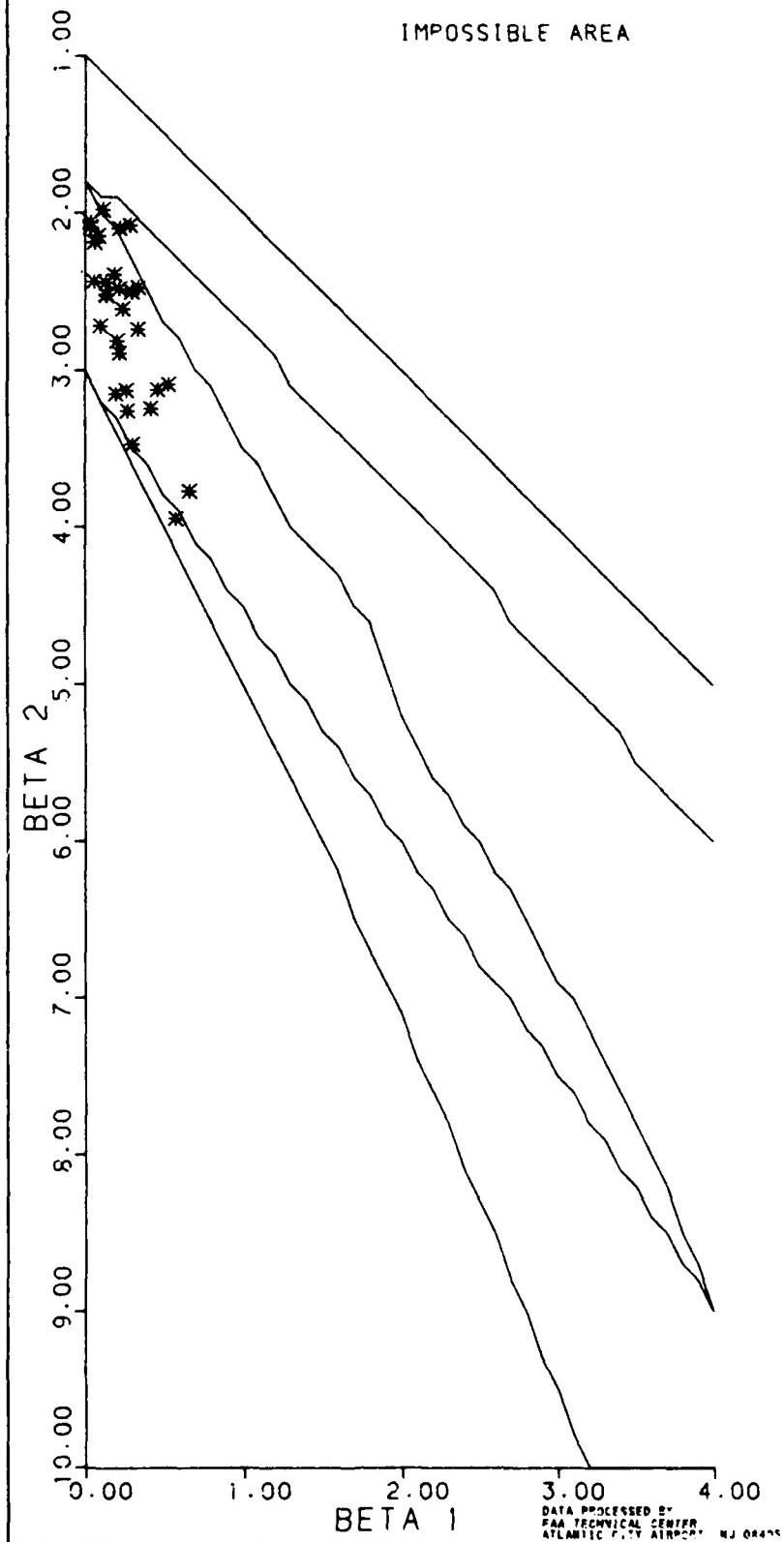
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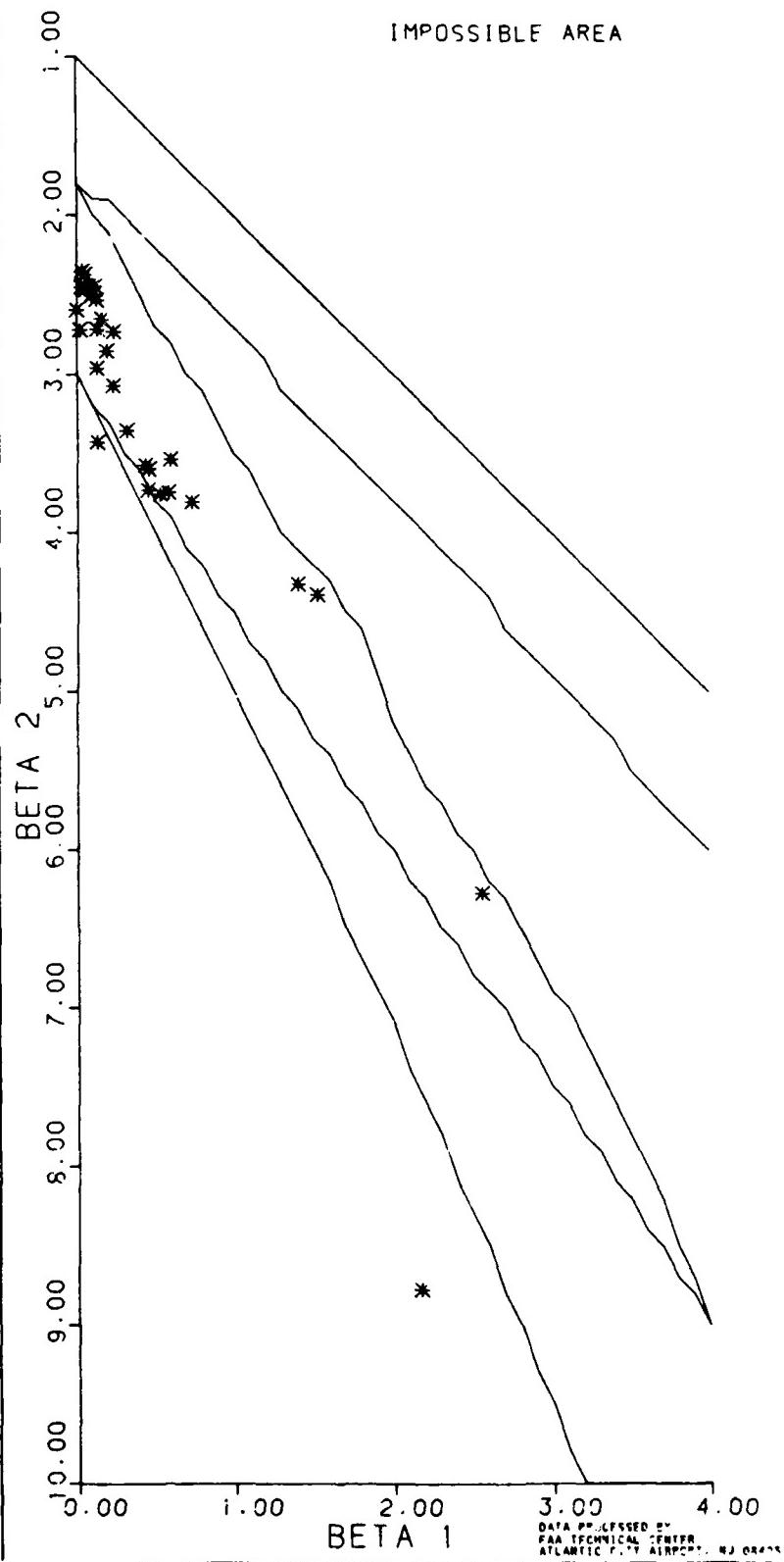
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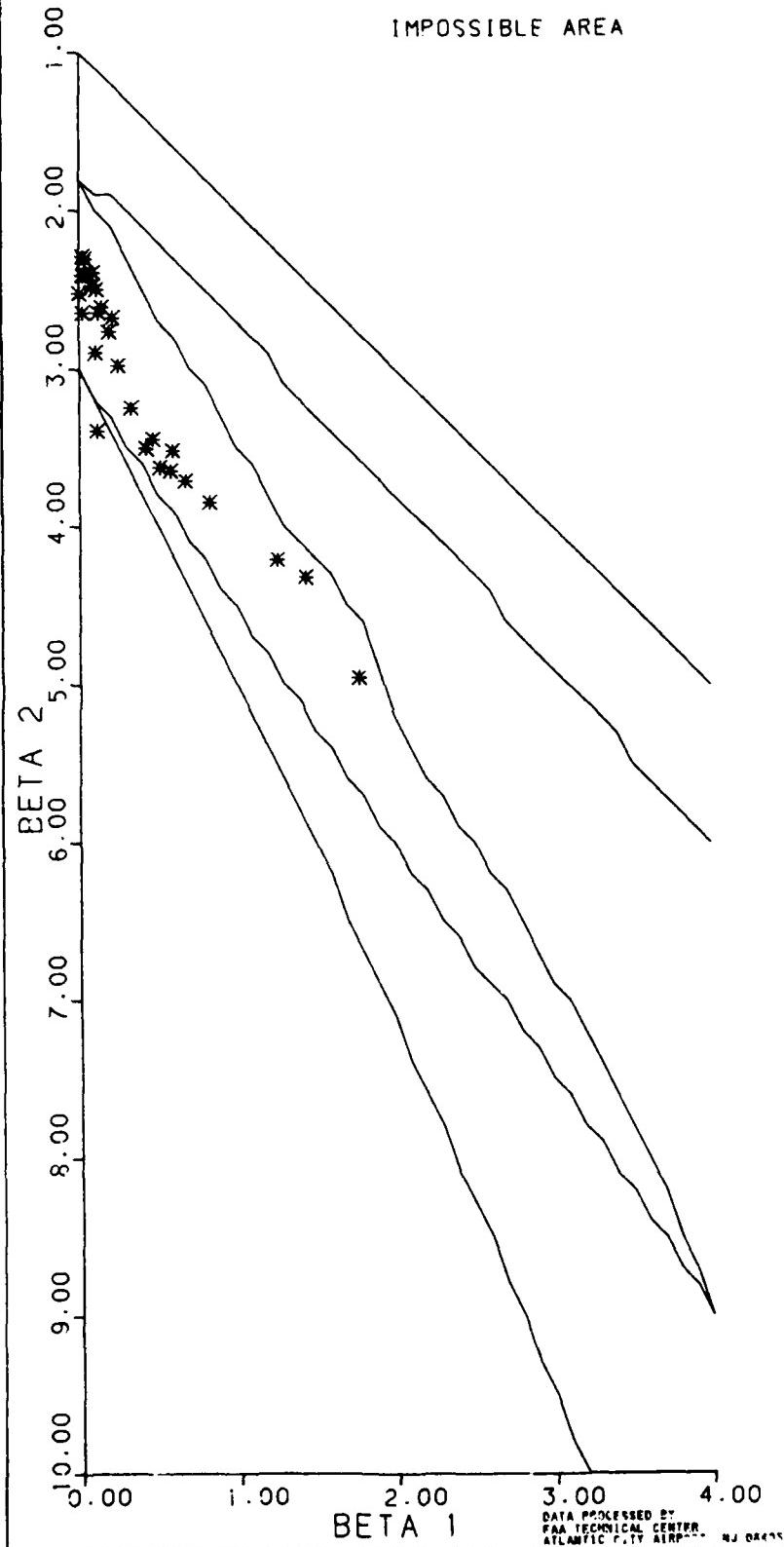
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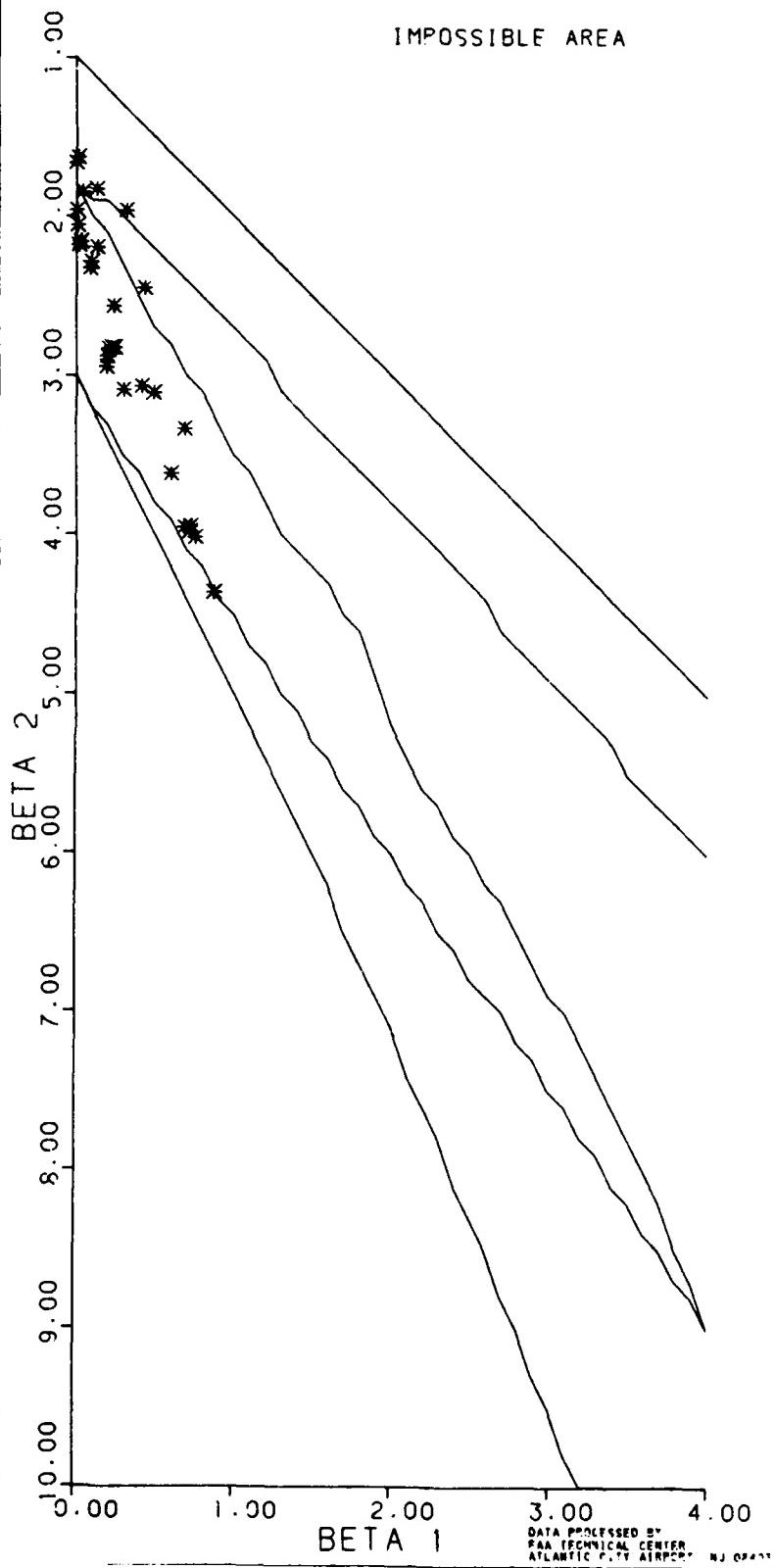
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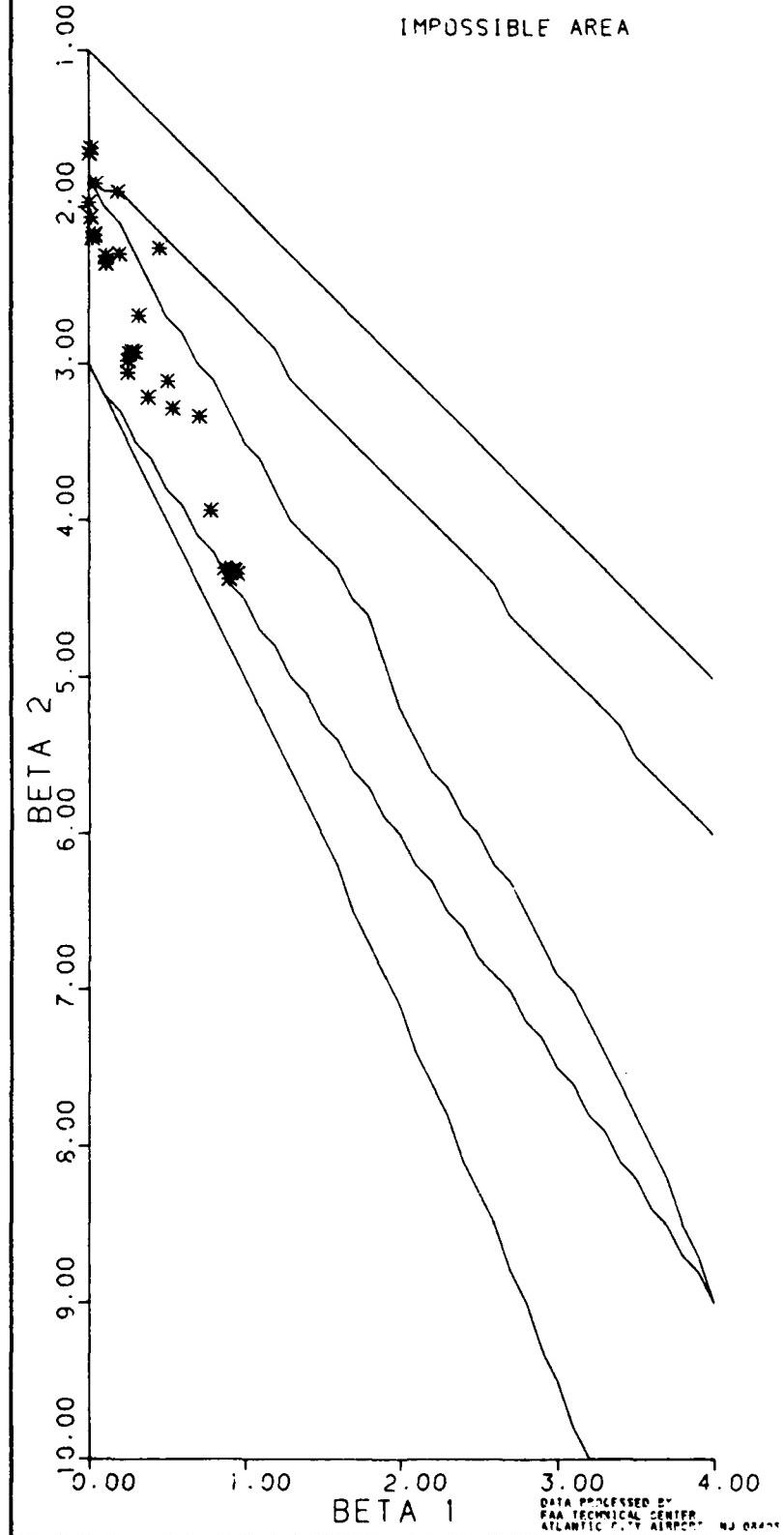
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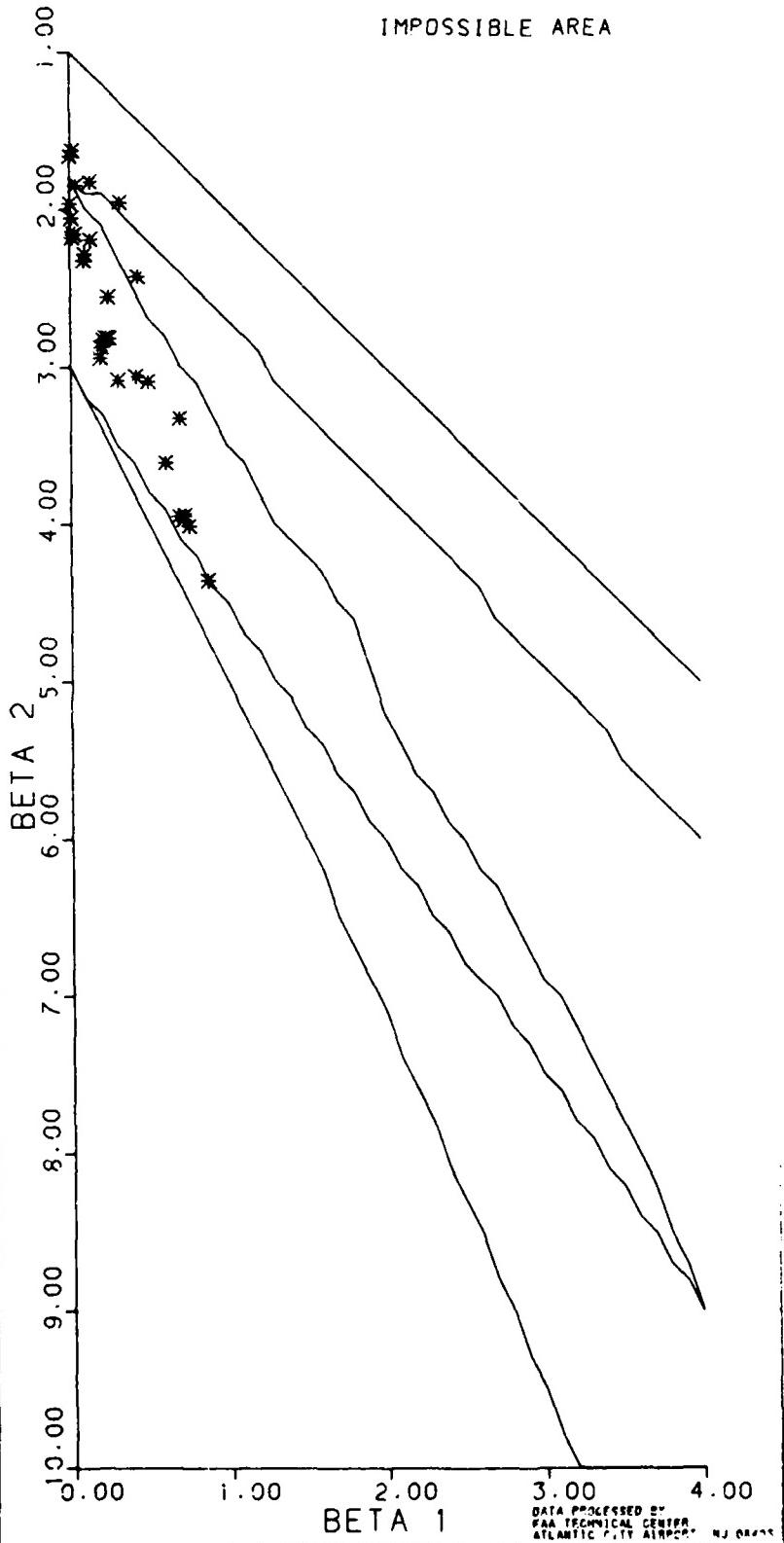
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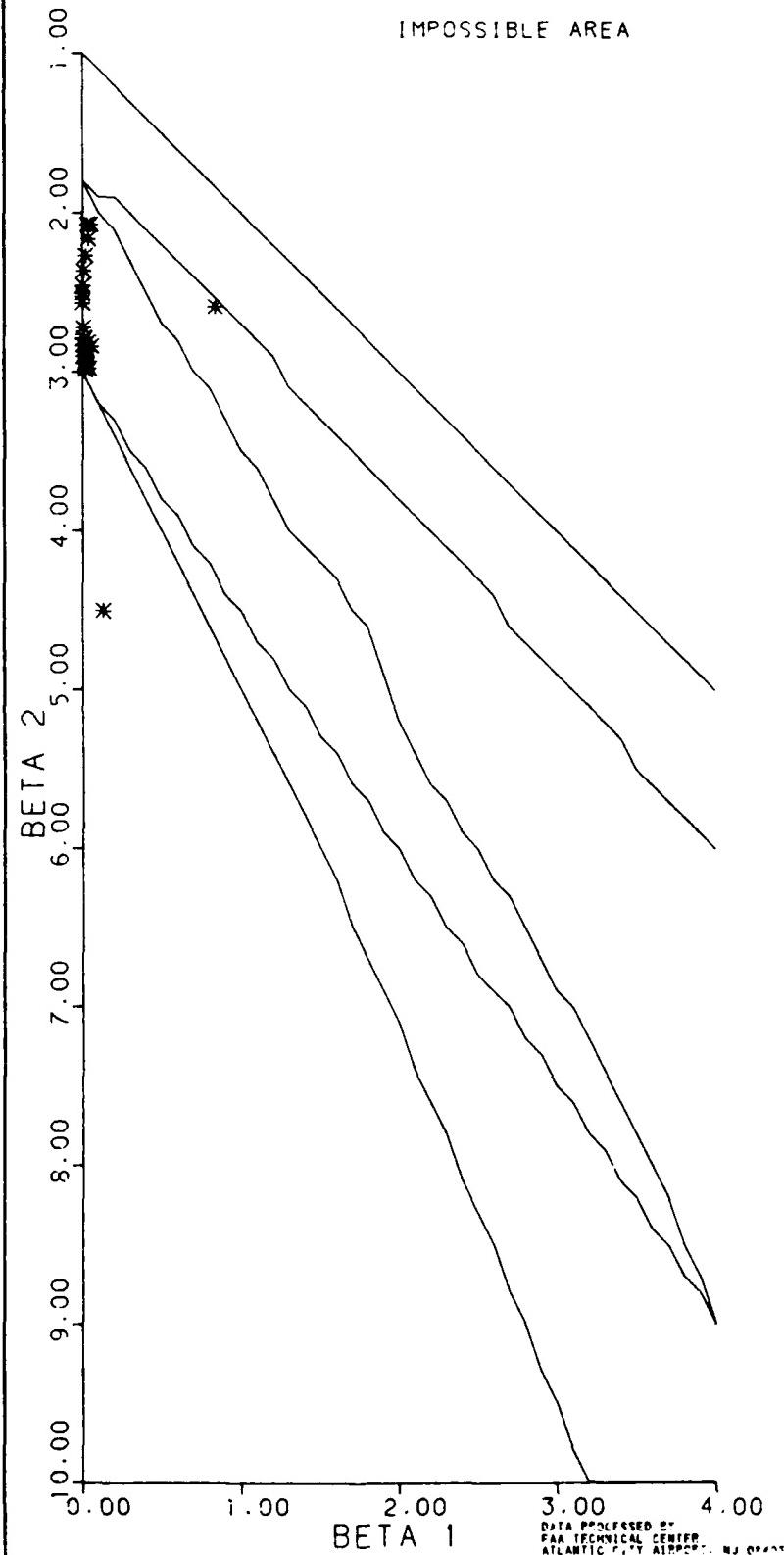
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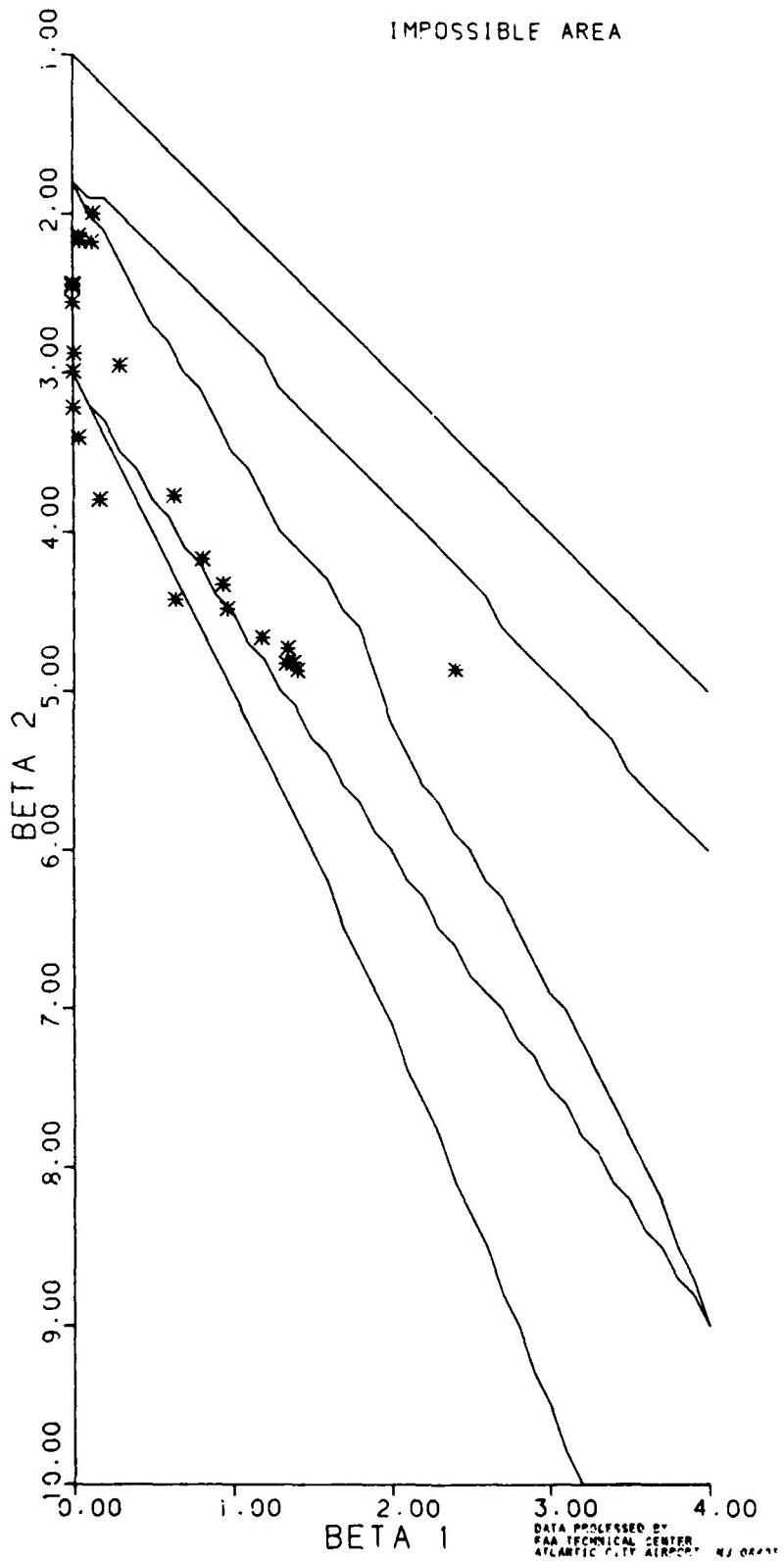
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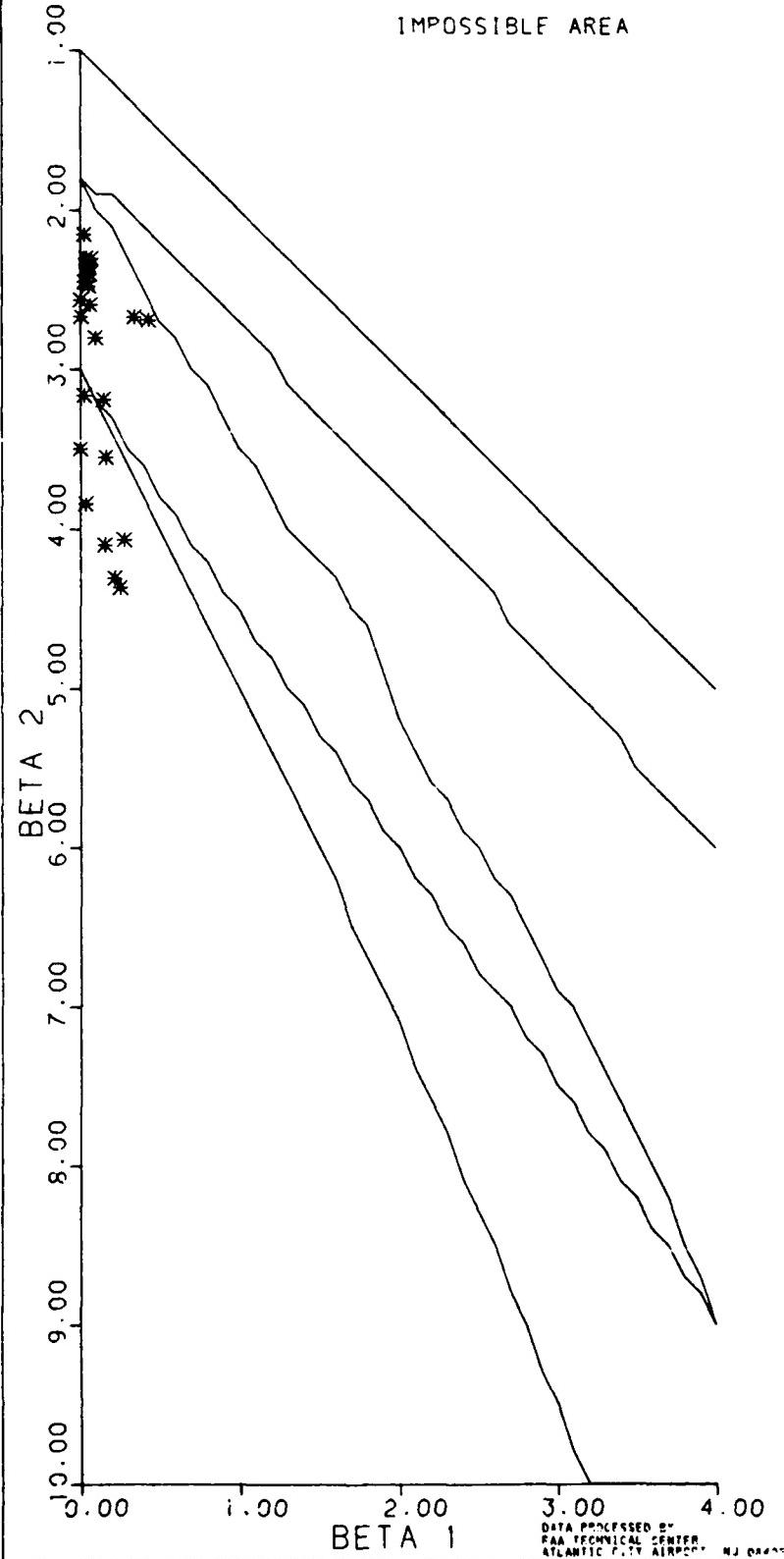
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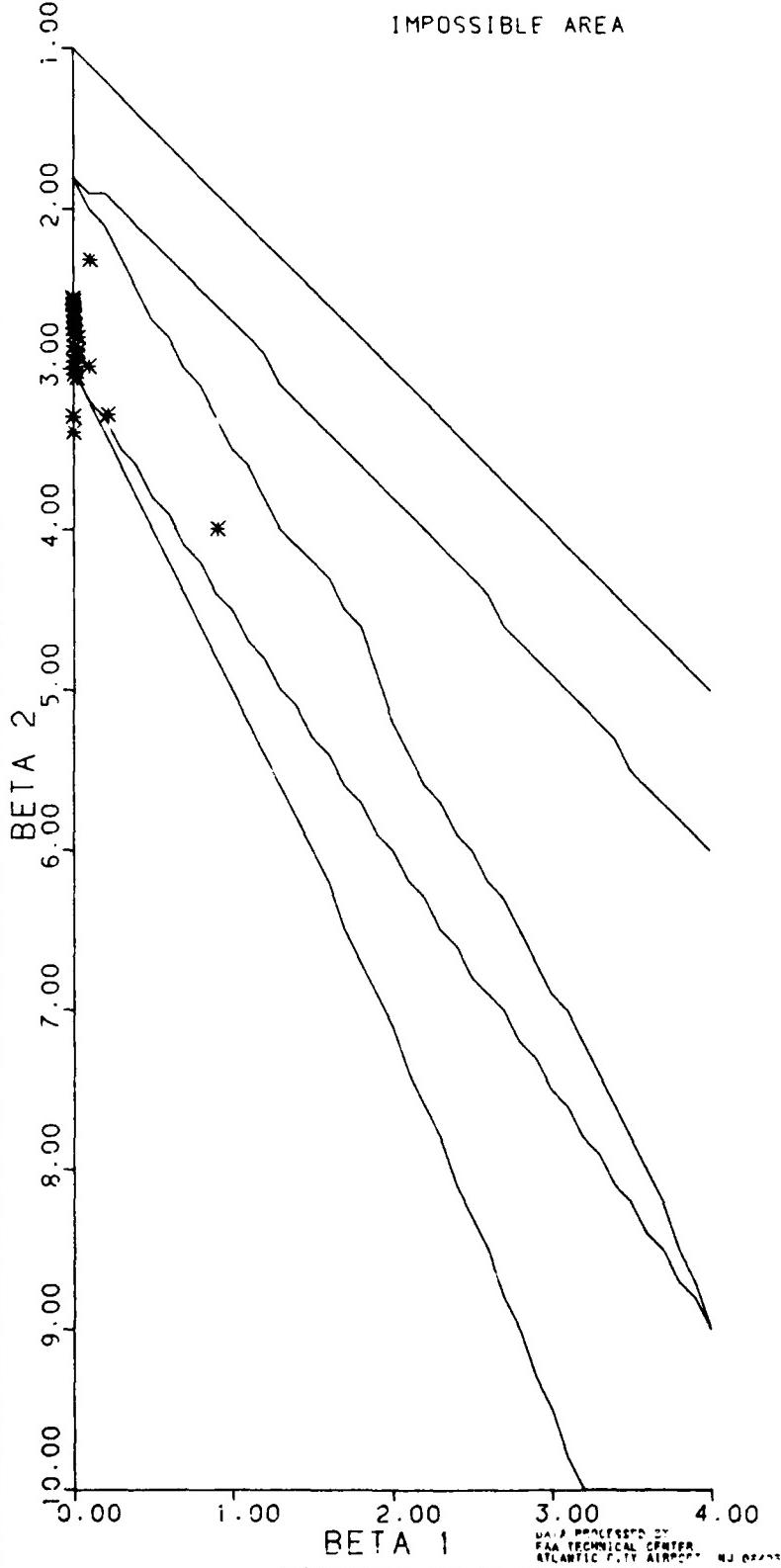
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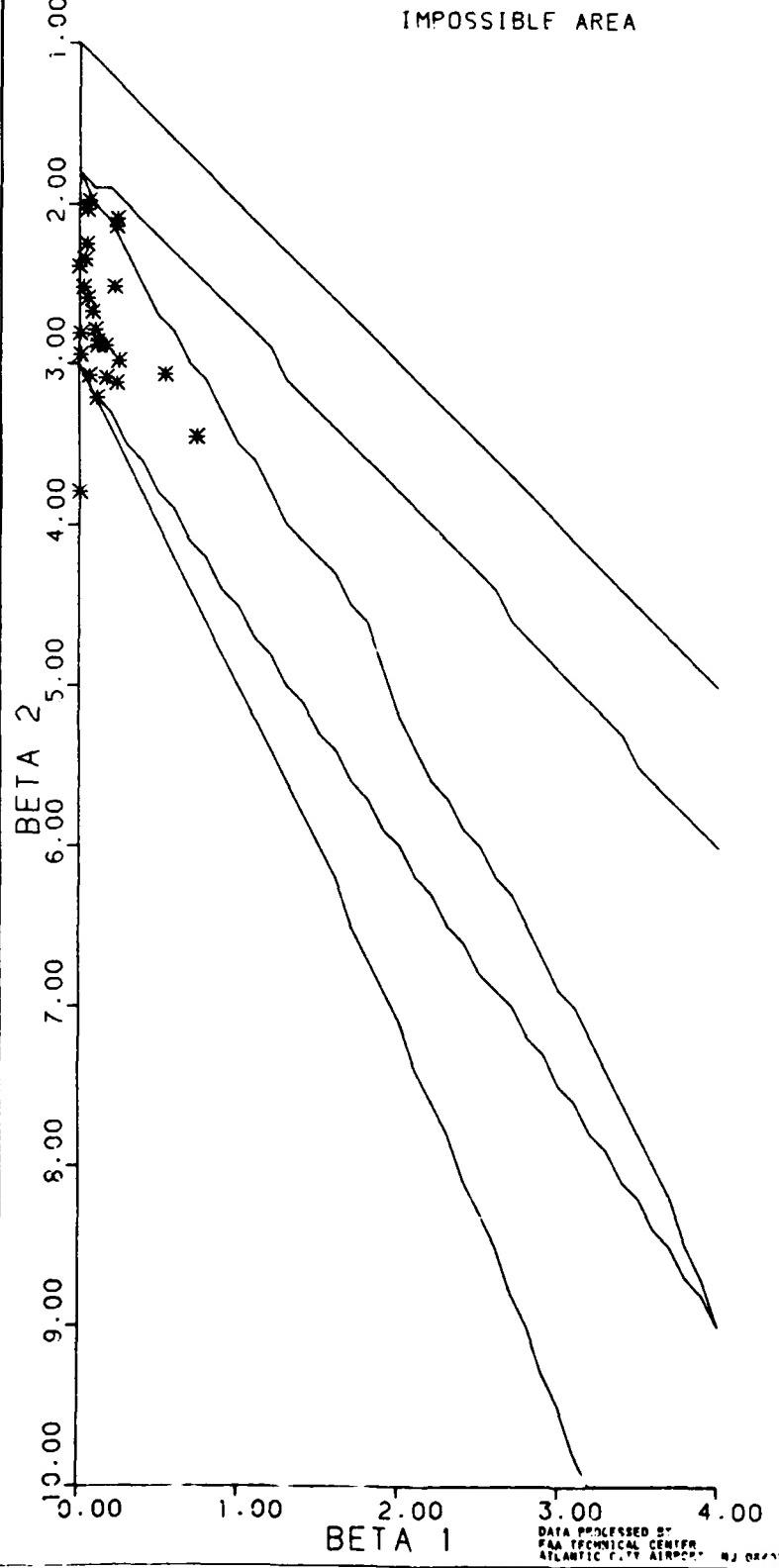
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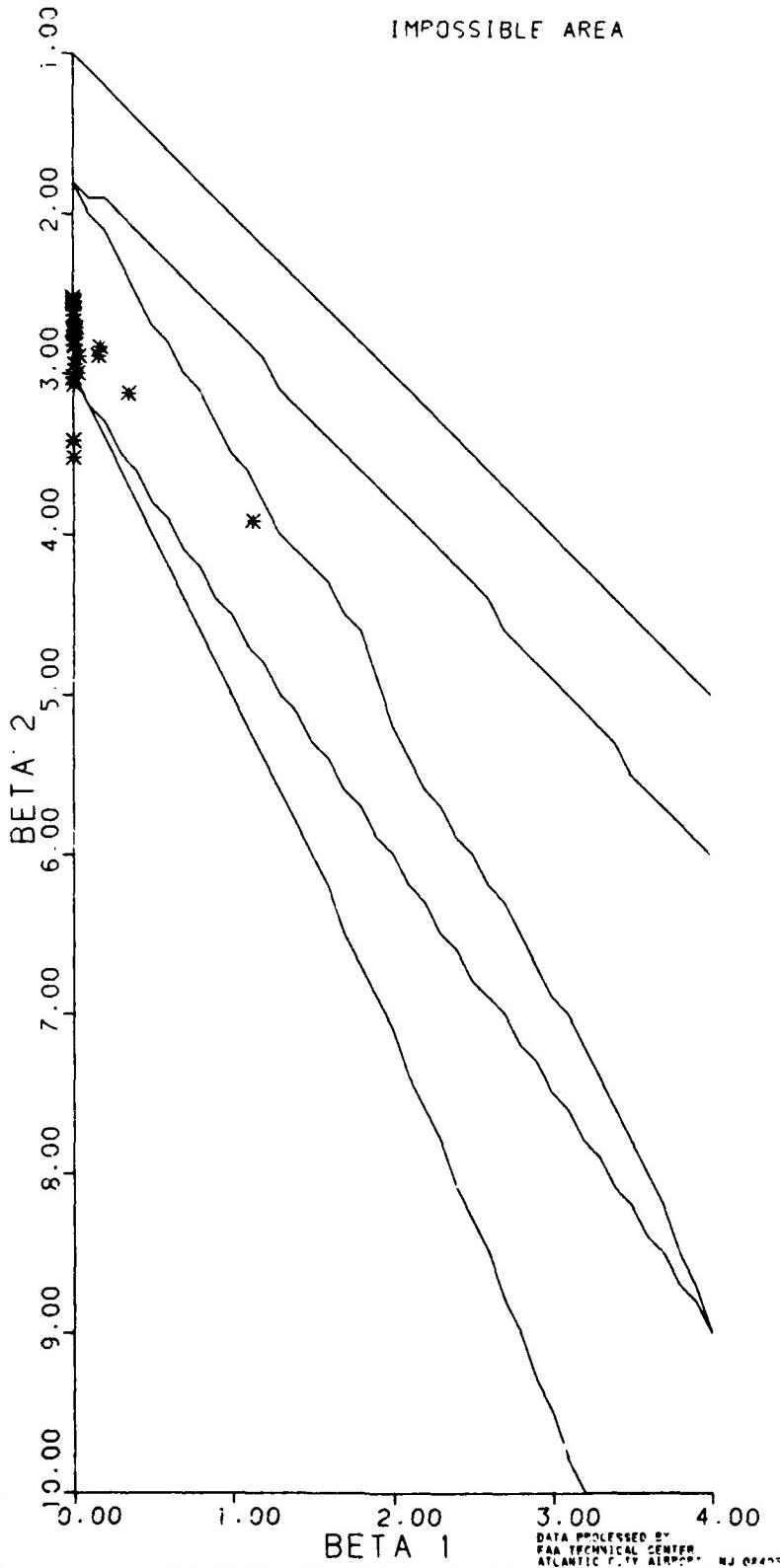
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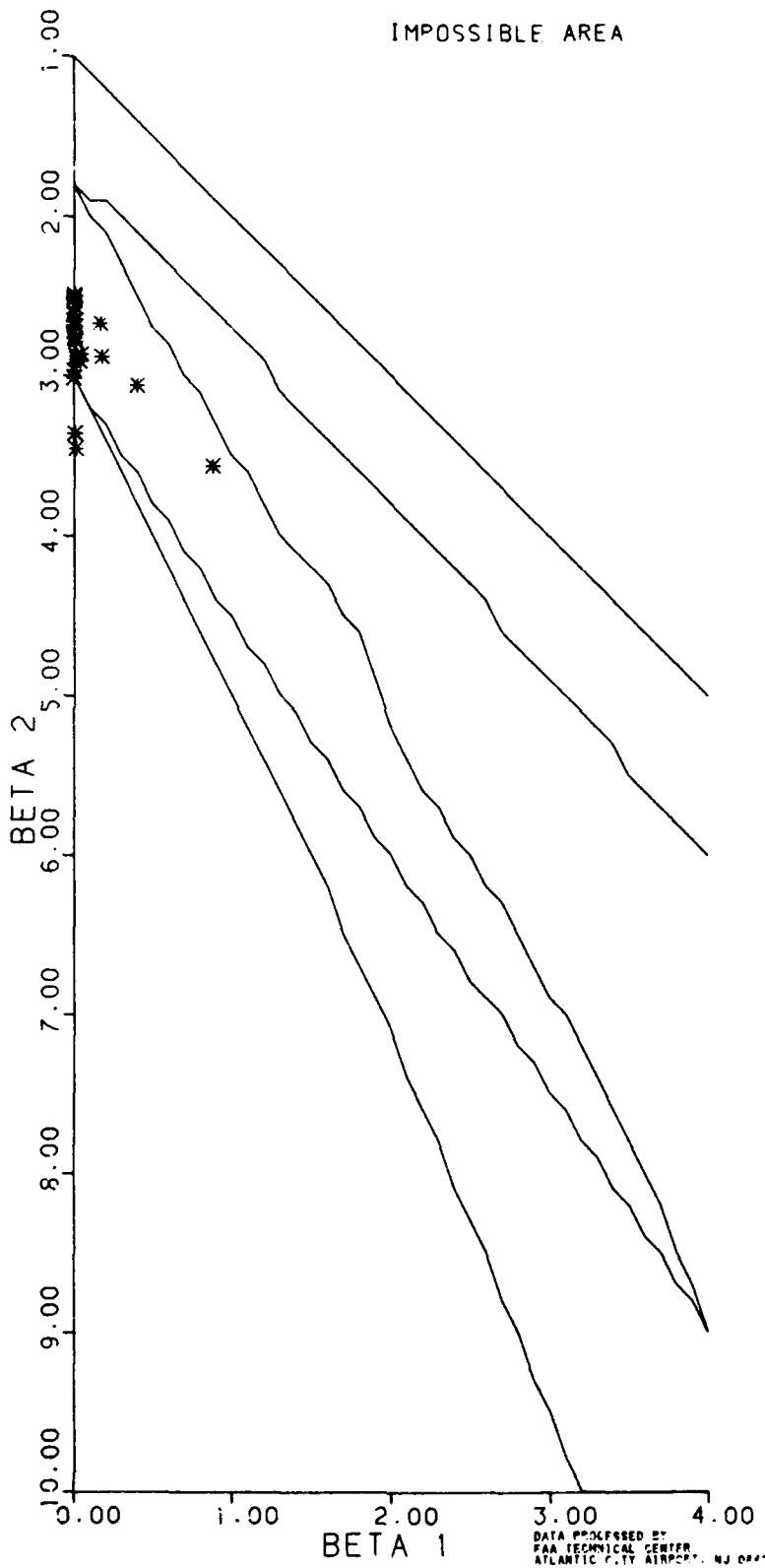
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VERTICAL VELOCITY (FPM)



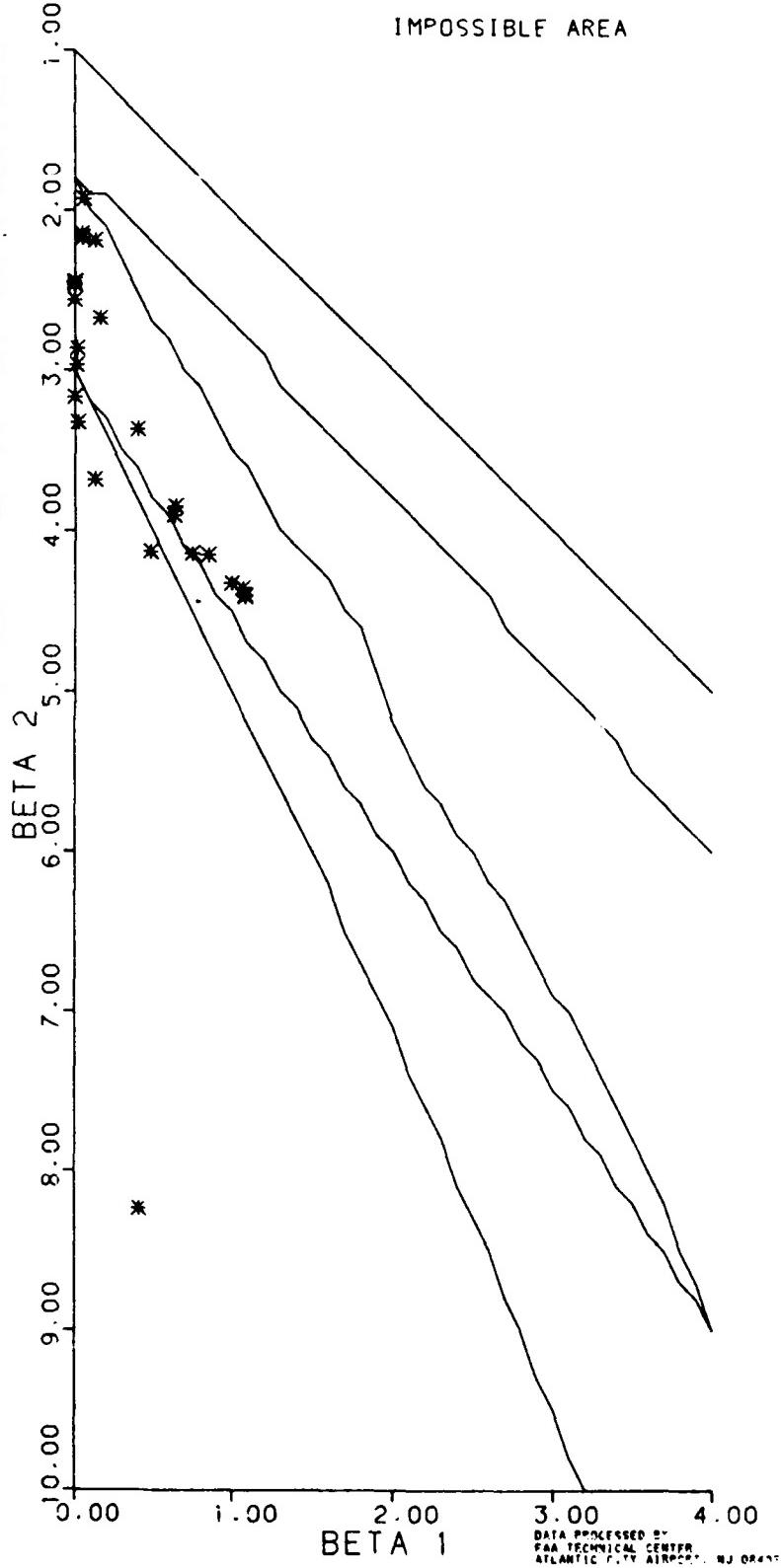
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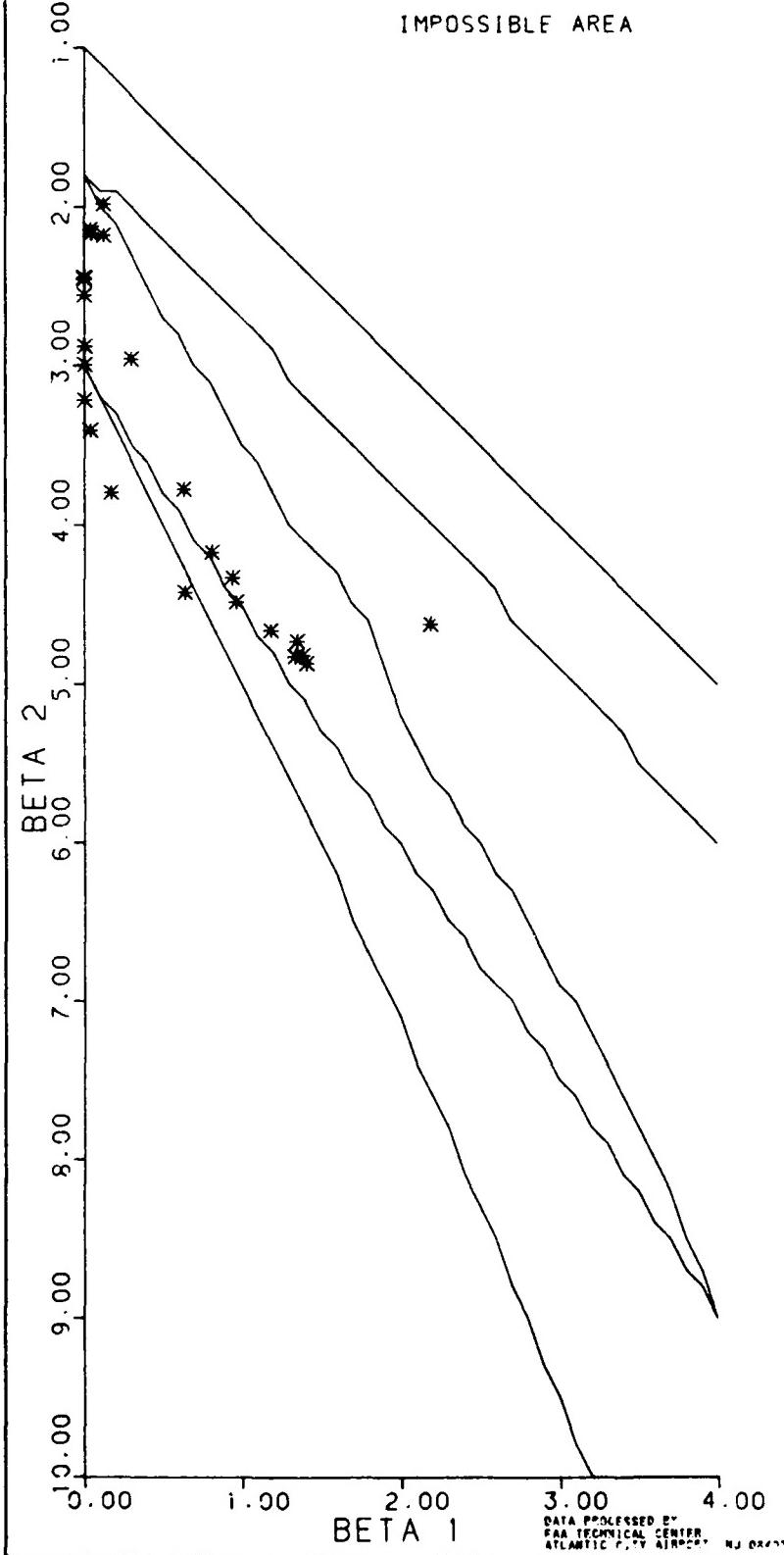
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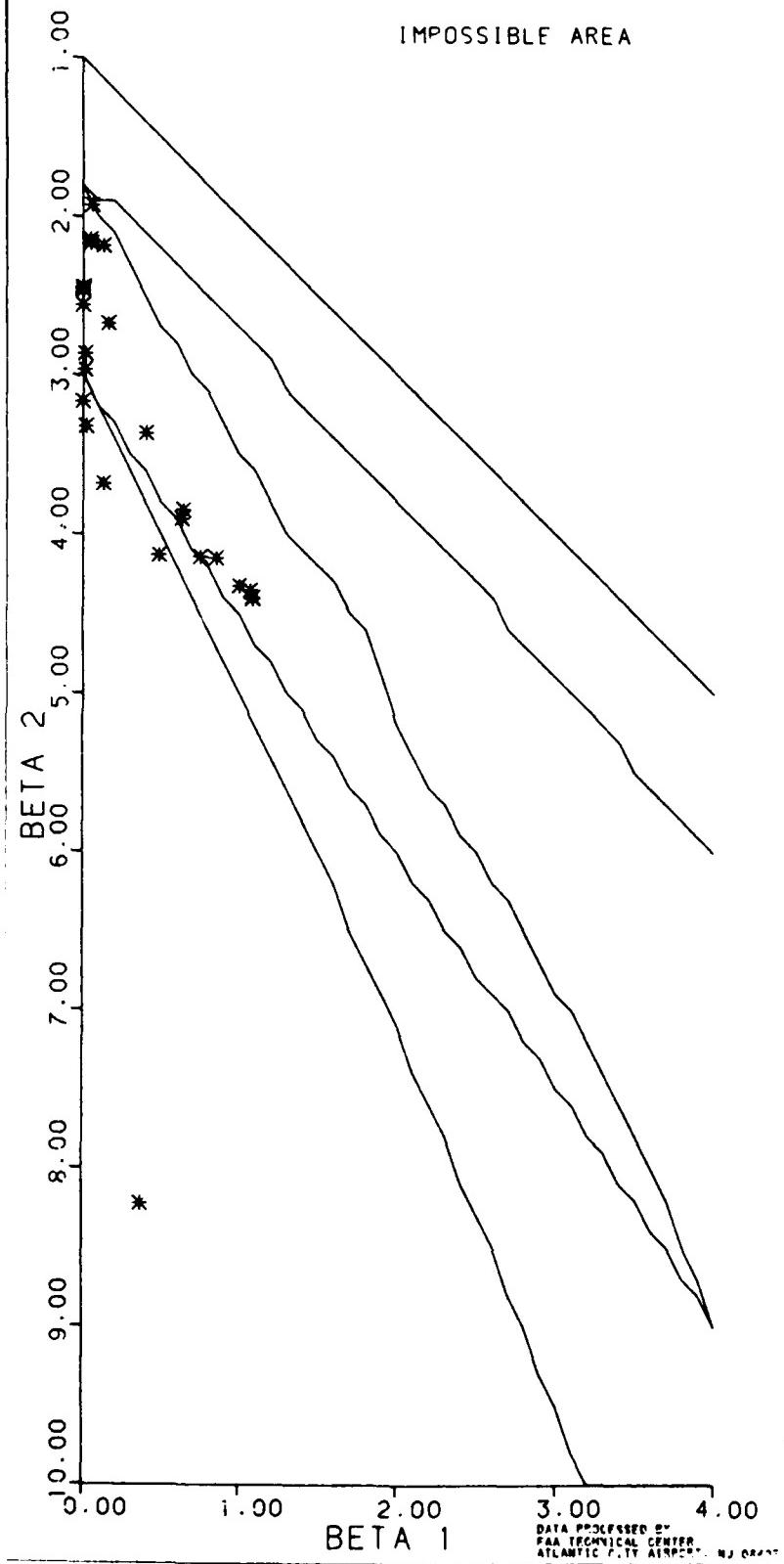
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ANGULAR ERROR (DEG)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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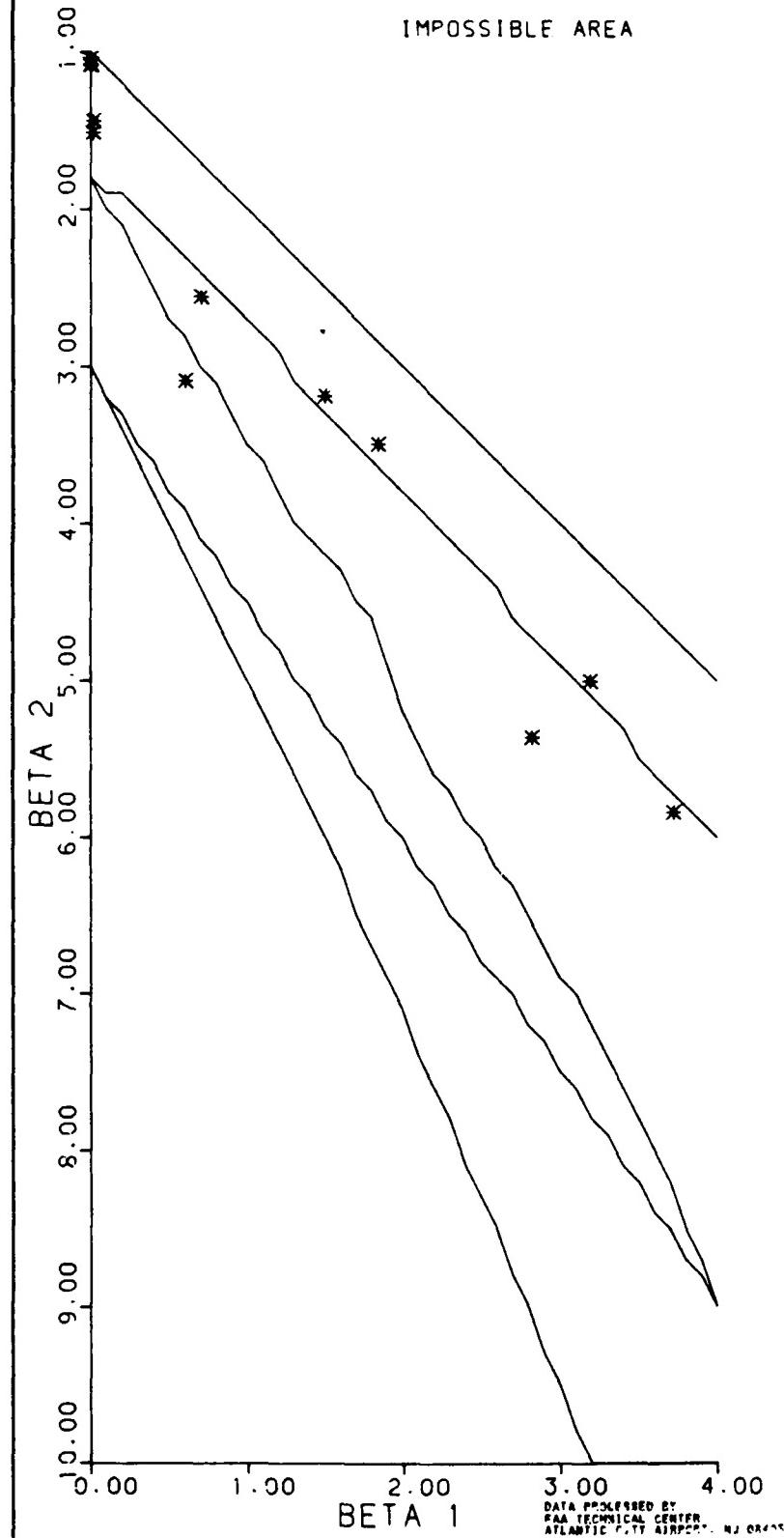


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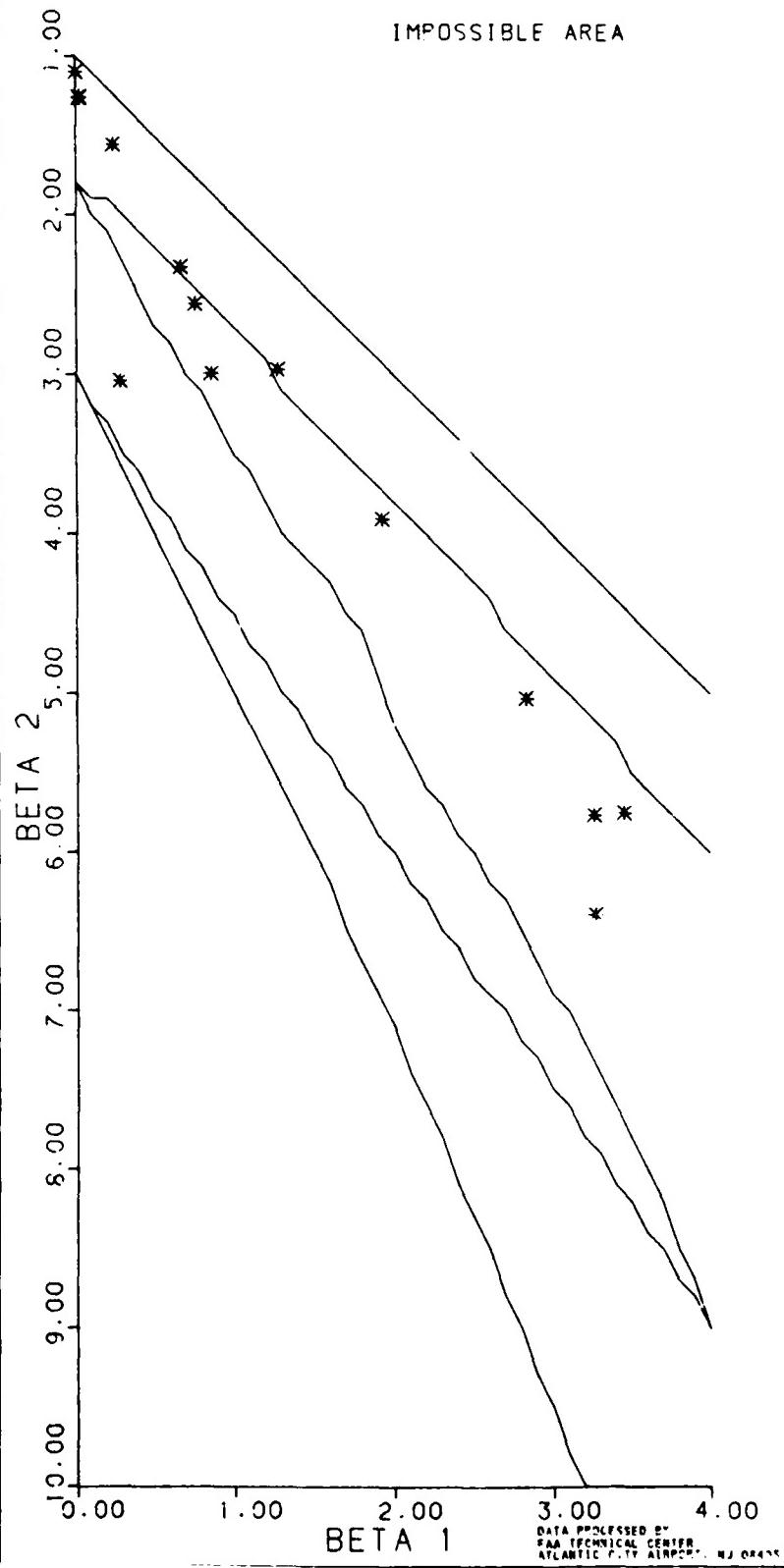


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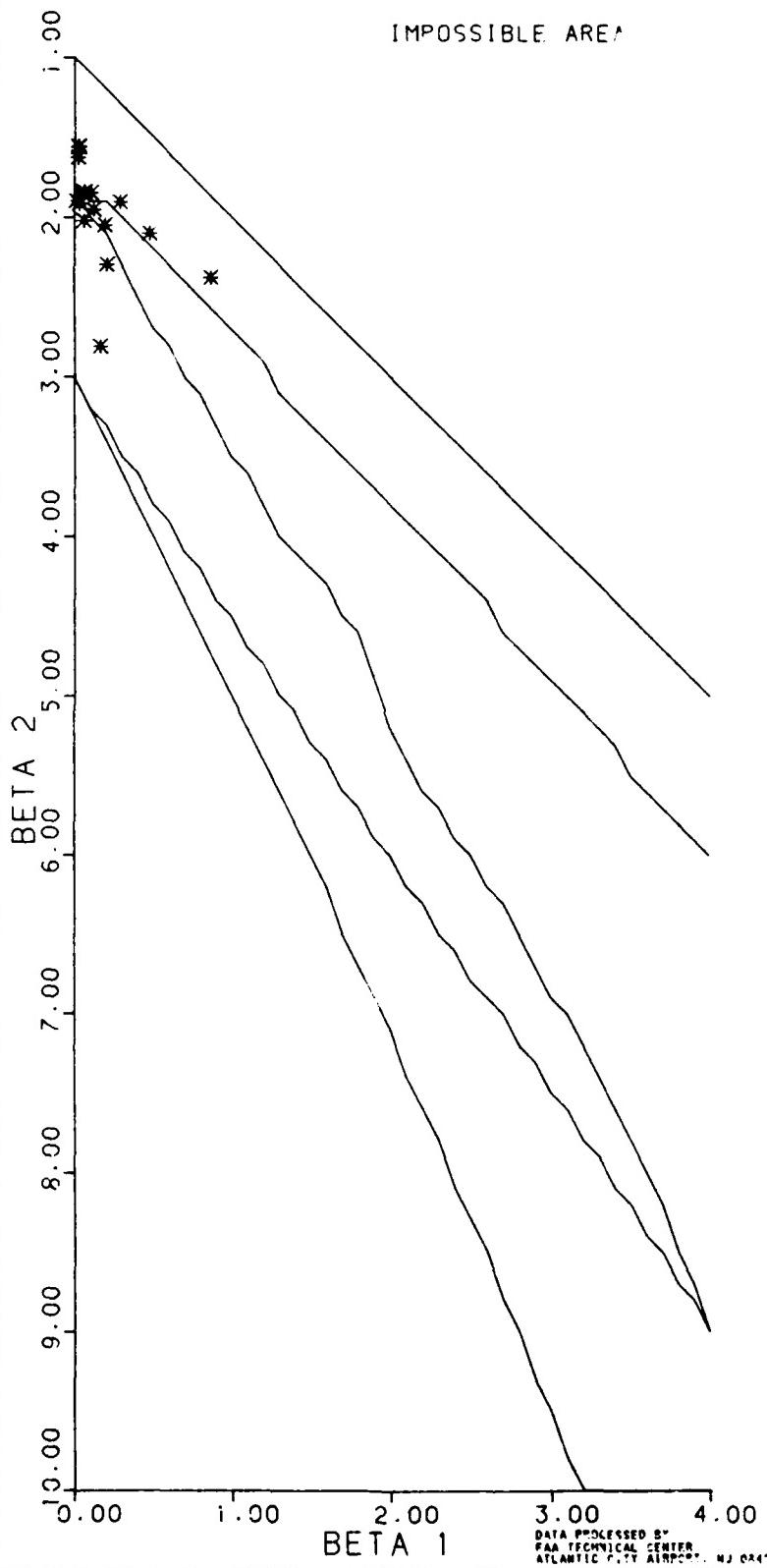
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CROSSTRACK POSITION (FT)



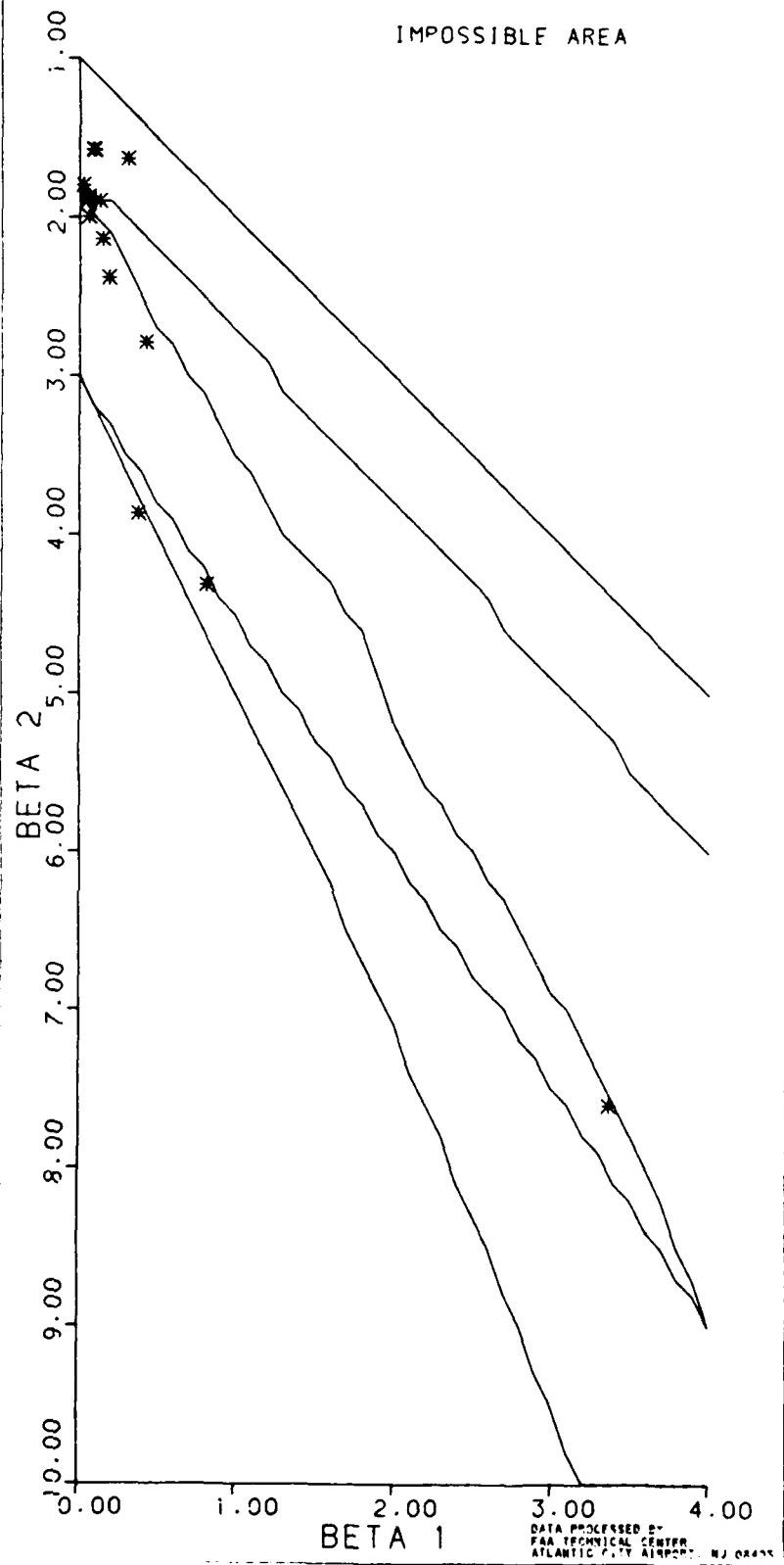
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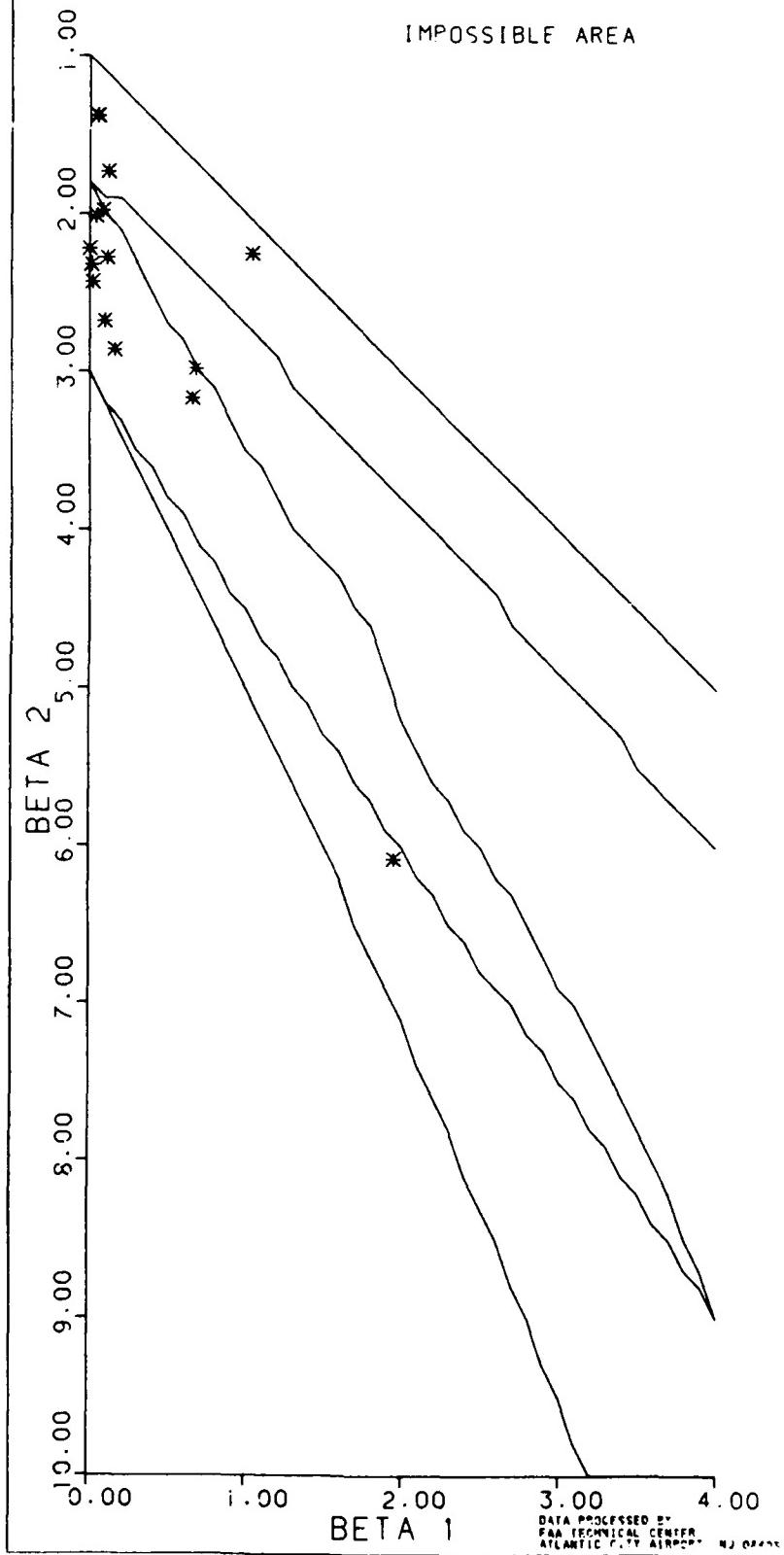
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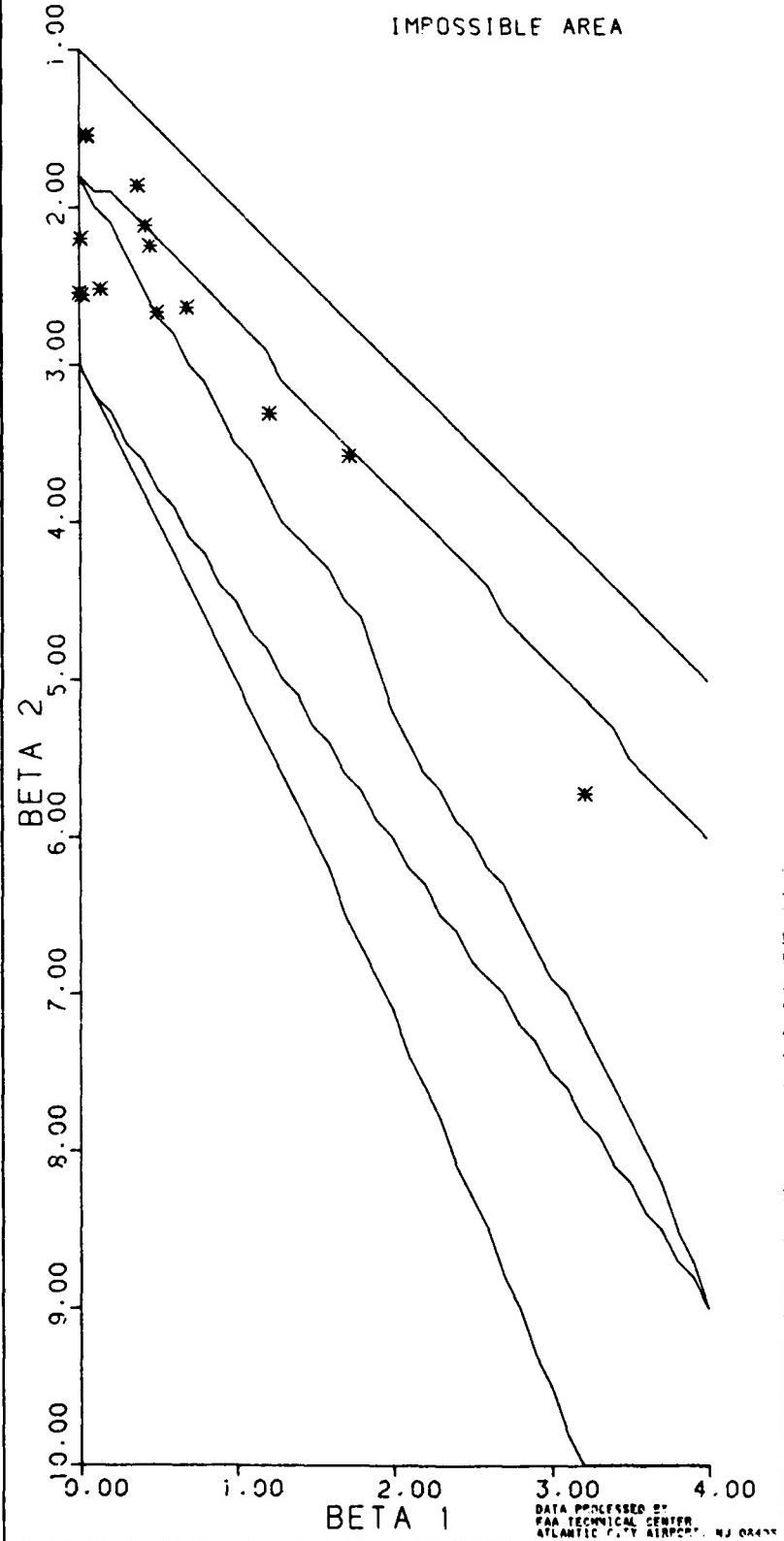
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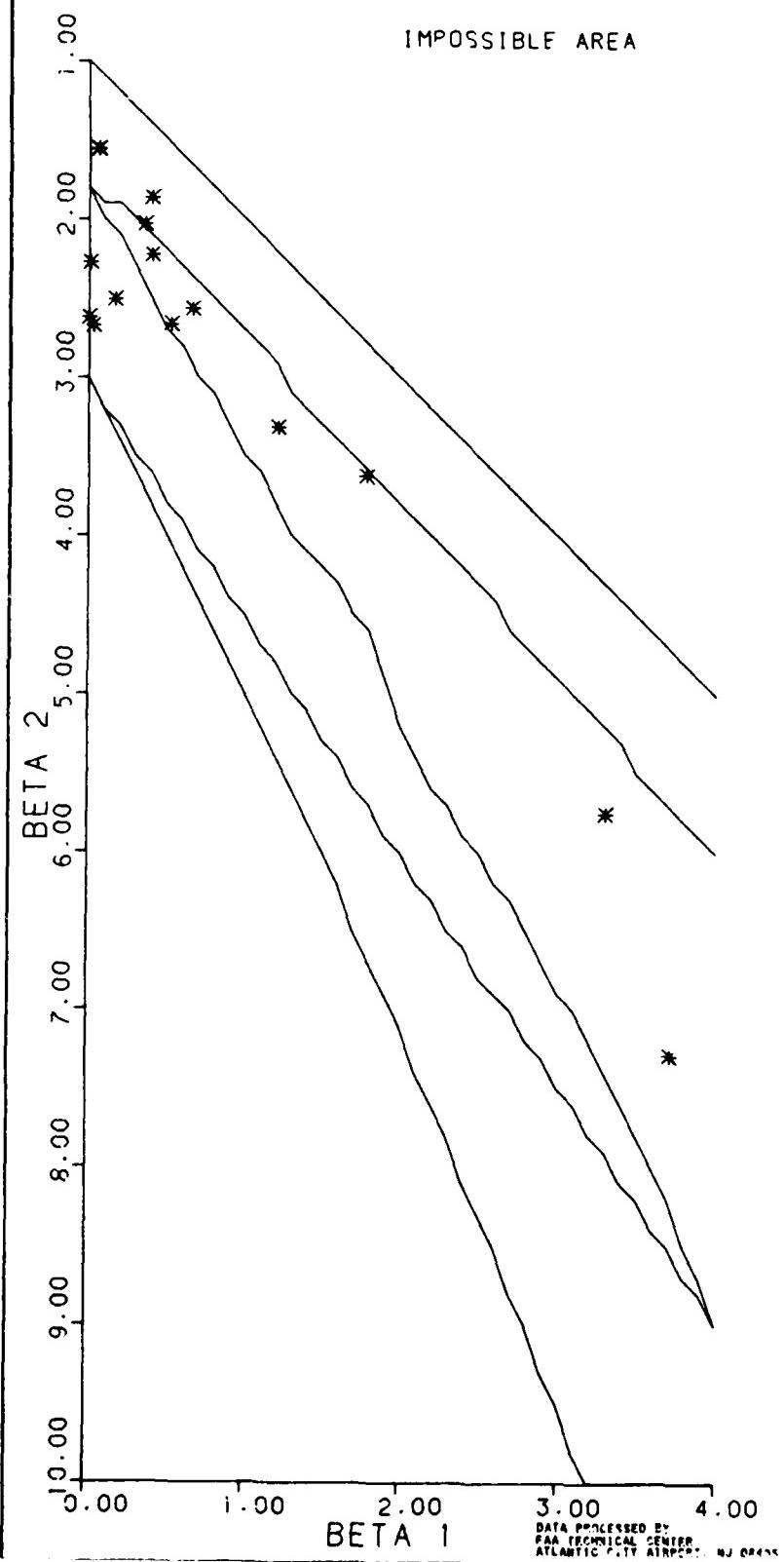
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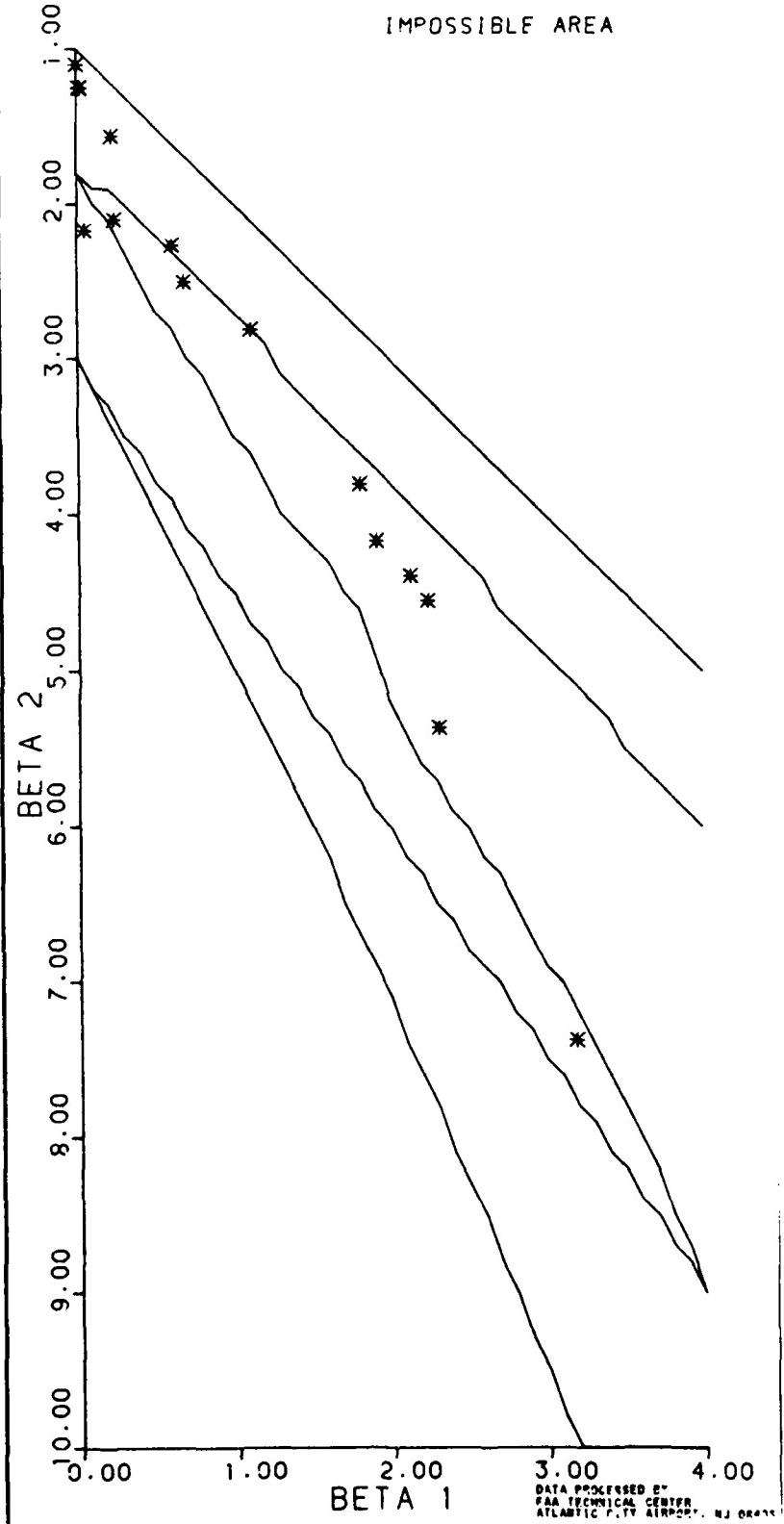
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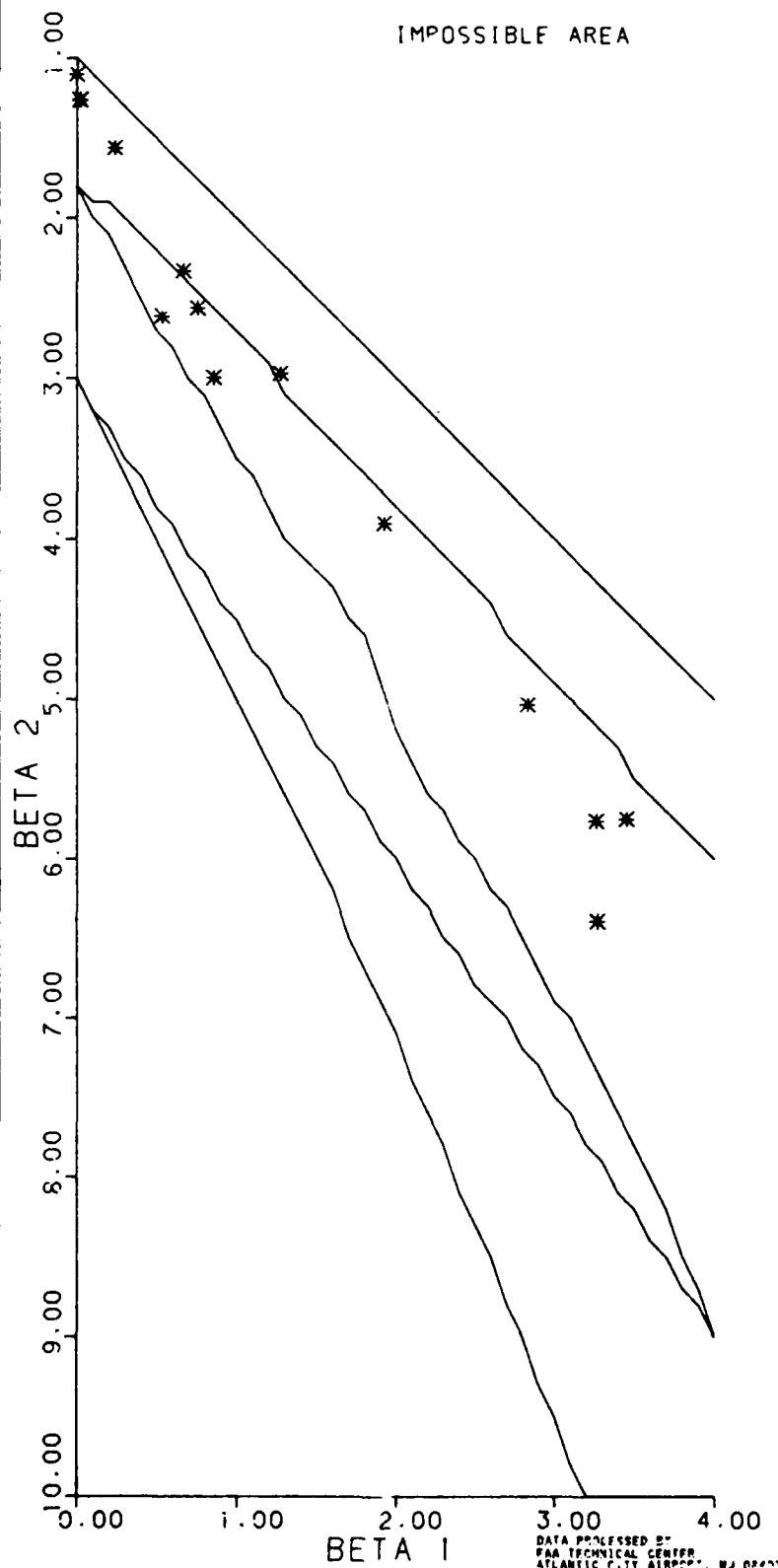
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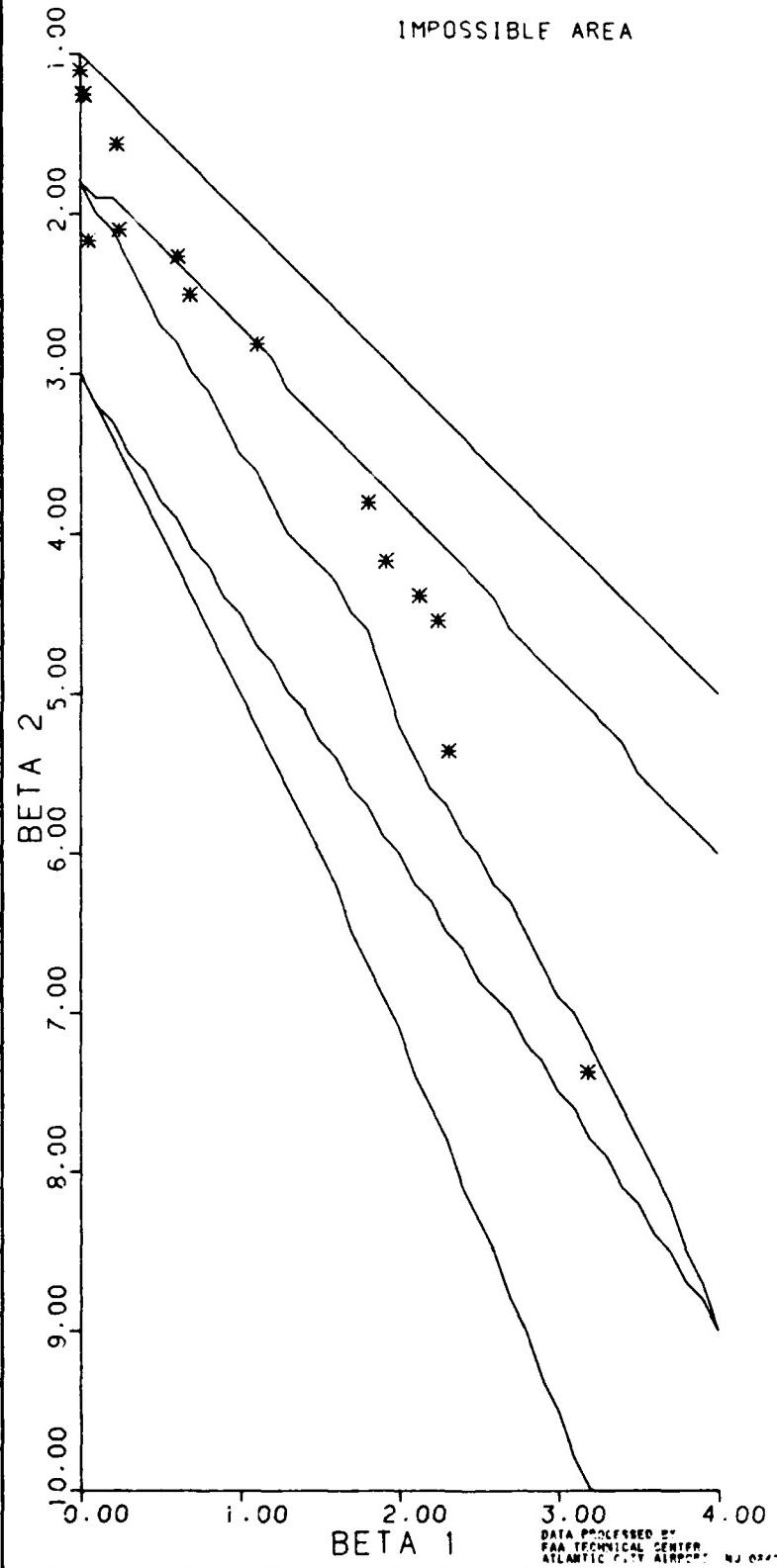
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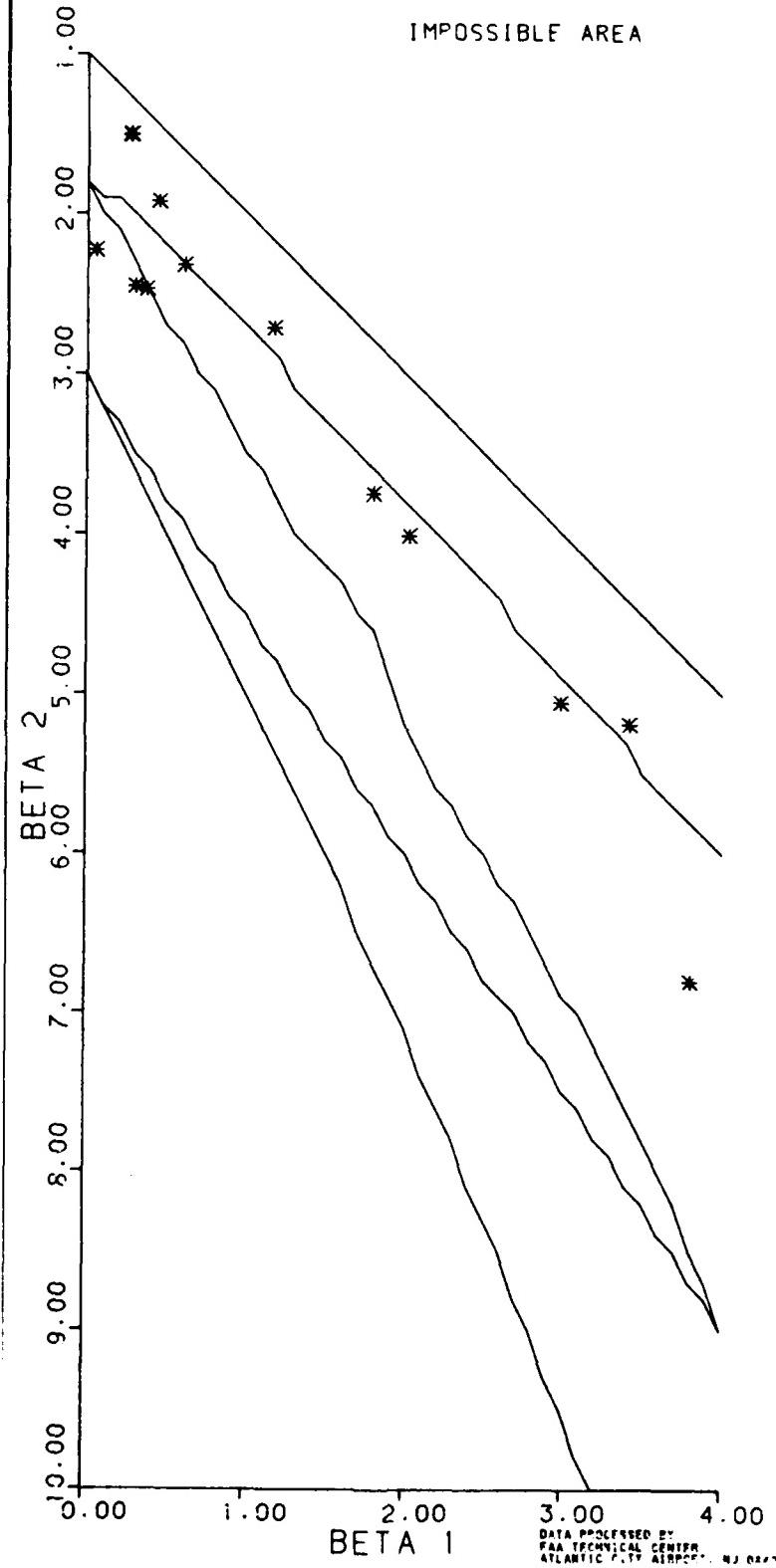
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ALTITUDE ERROR (FT)



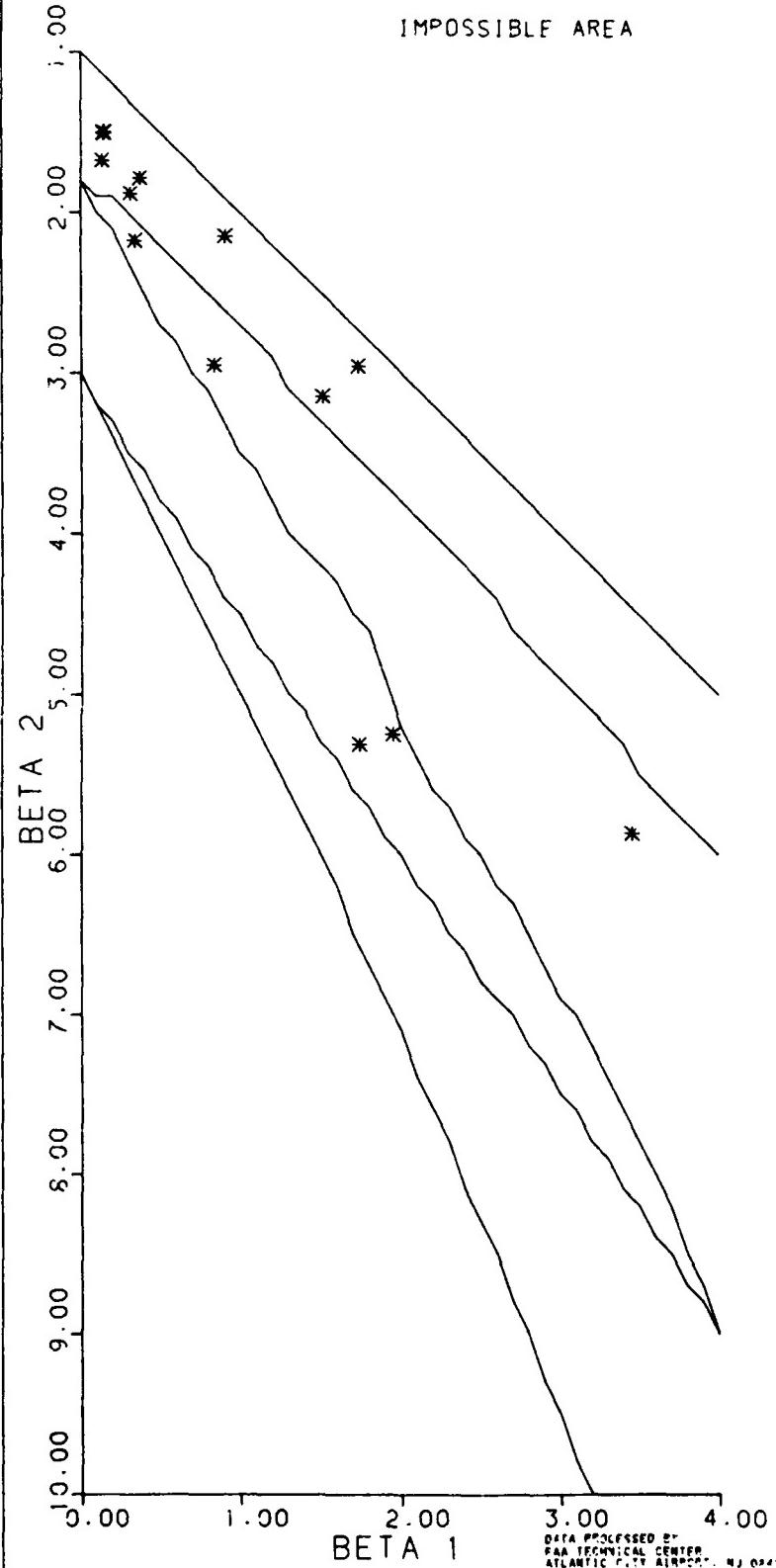
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7.125 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG)



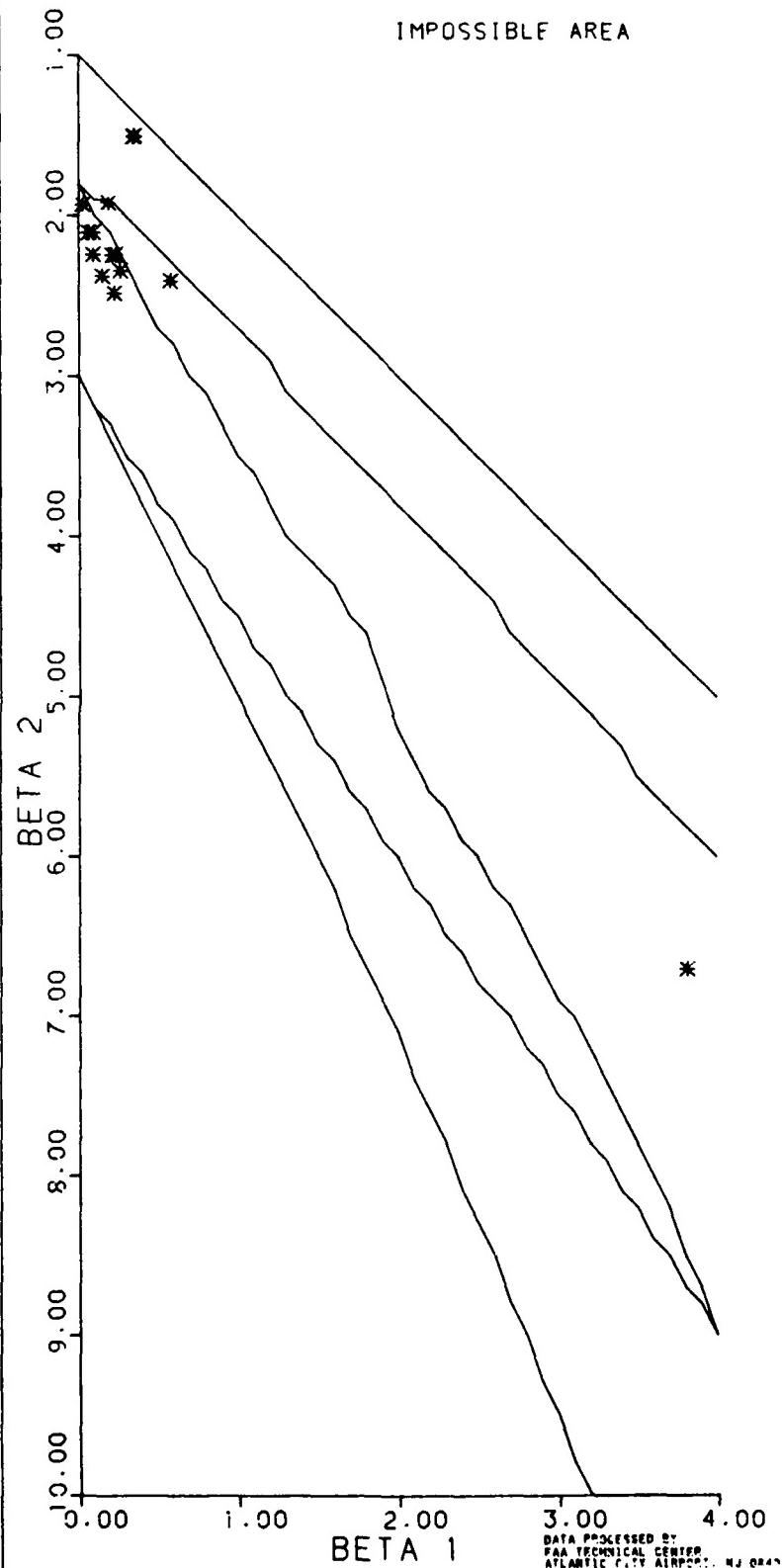
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
10.00 DEGREE CURVED DEPARTURES  
CROSSTRAK POSITION (FT)



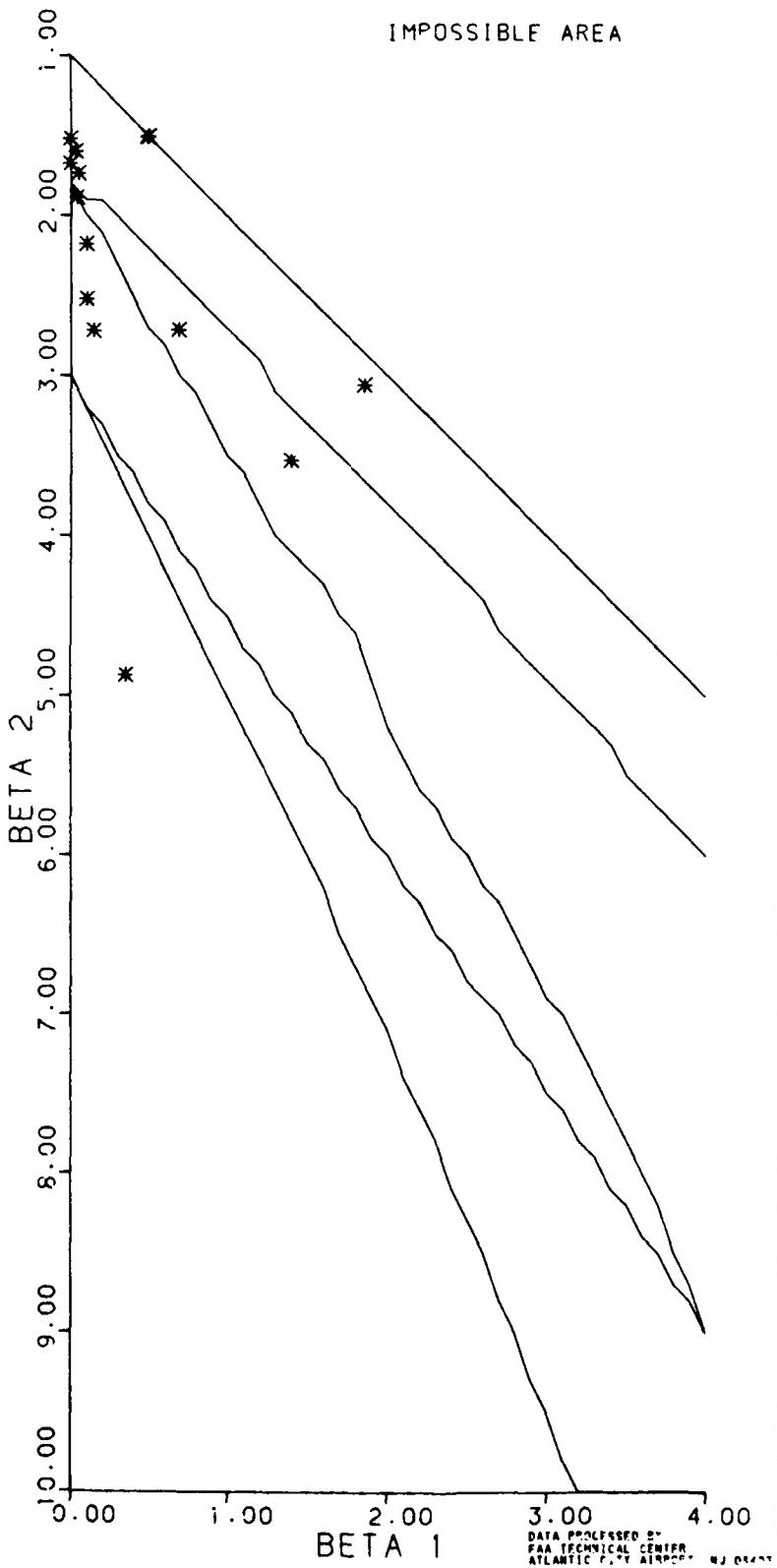
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
10.00 DEGREE CURVED DEPARTURES  
ALTITUDE (FT)



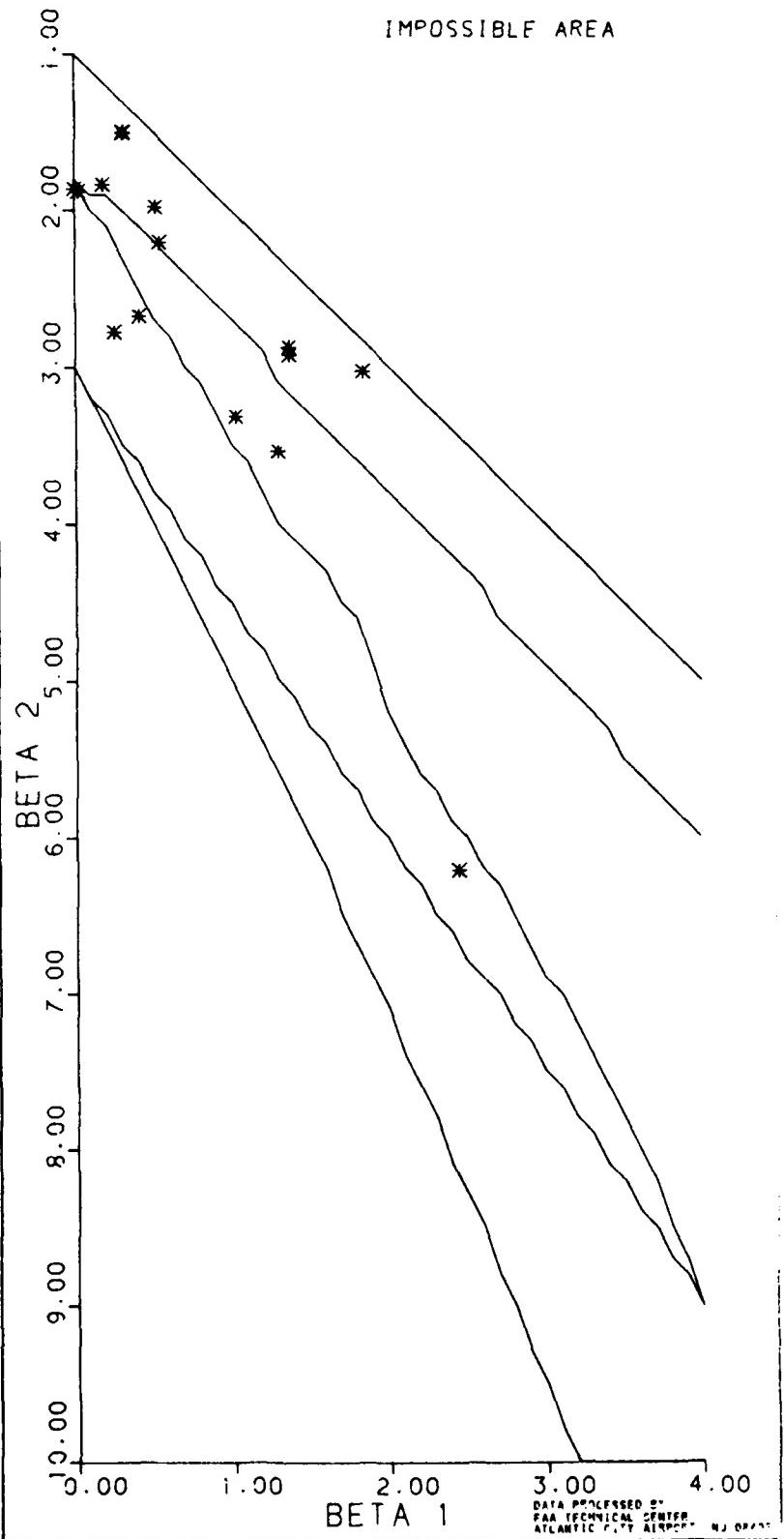
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10.00 DEGREE CURVED DEPARTURES  
CROSSTRAK VELOCITY (FPM)



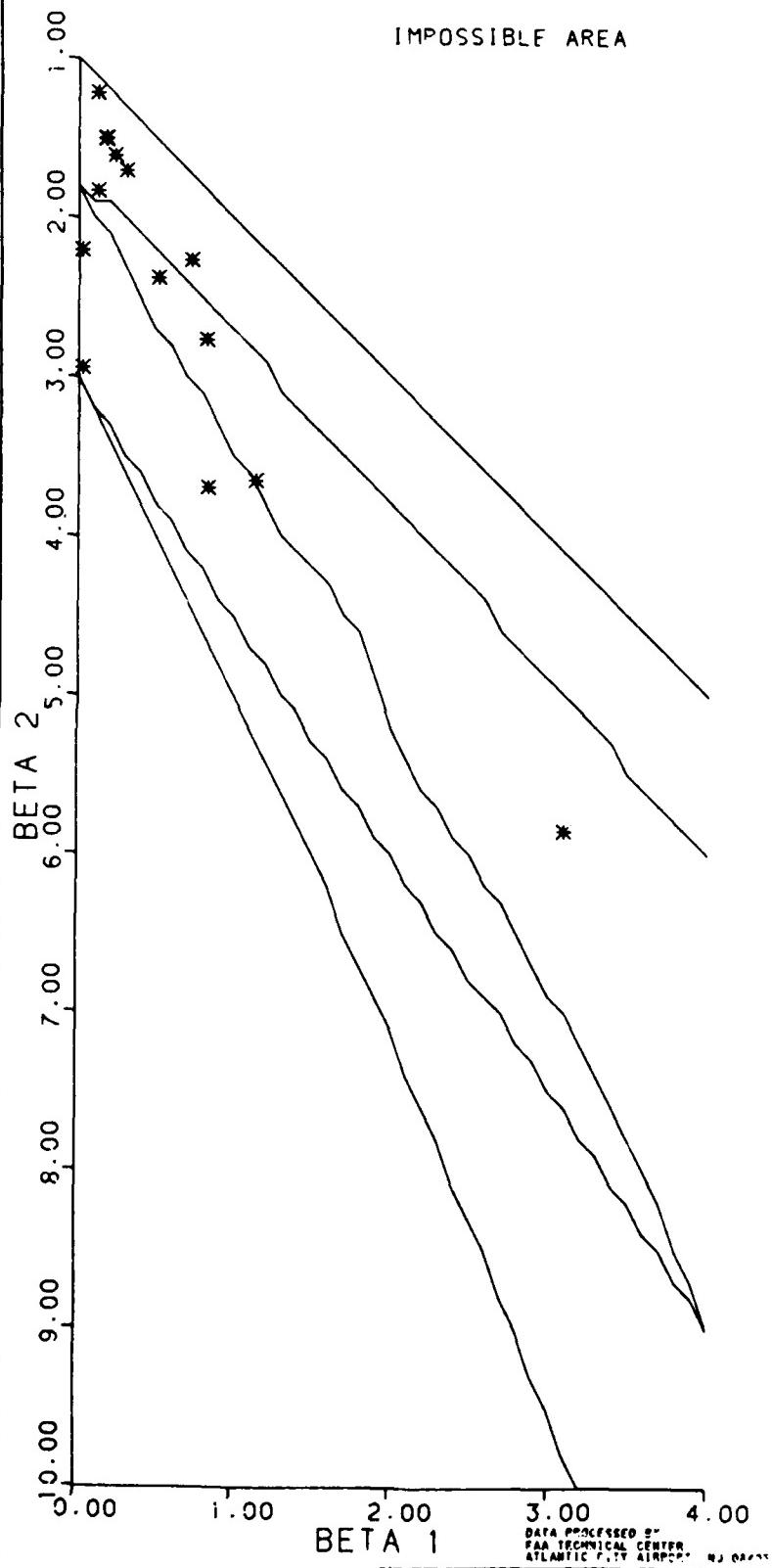
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10.00 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM)



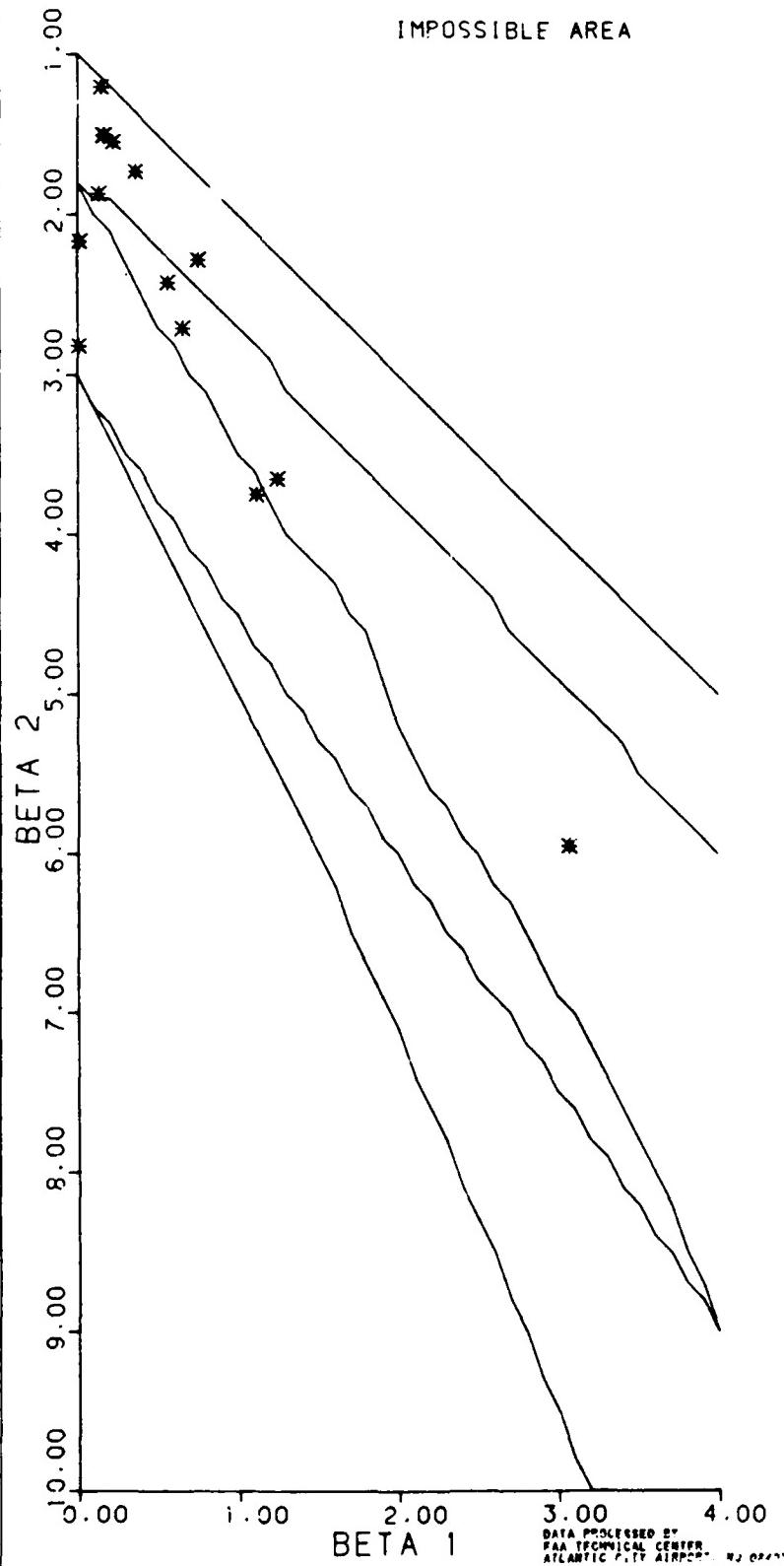
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10.00 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM)



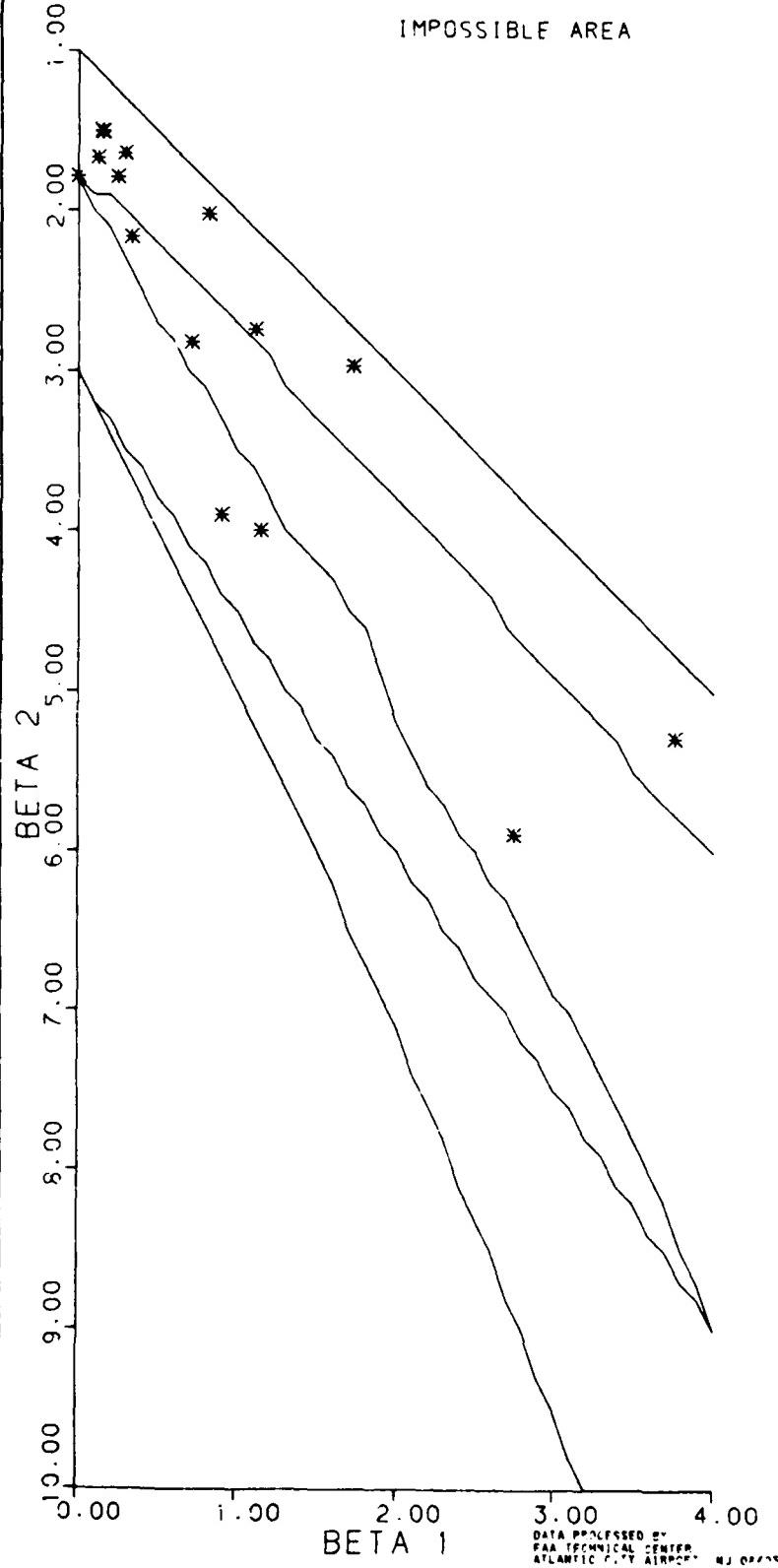
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10.00 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS)



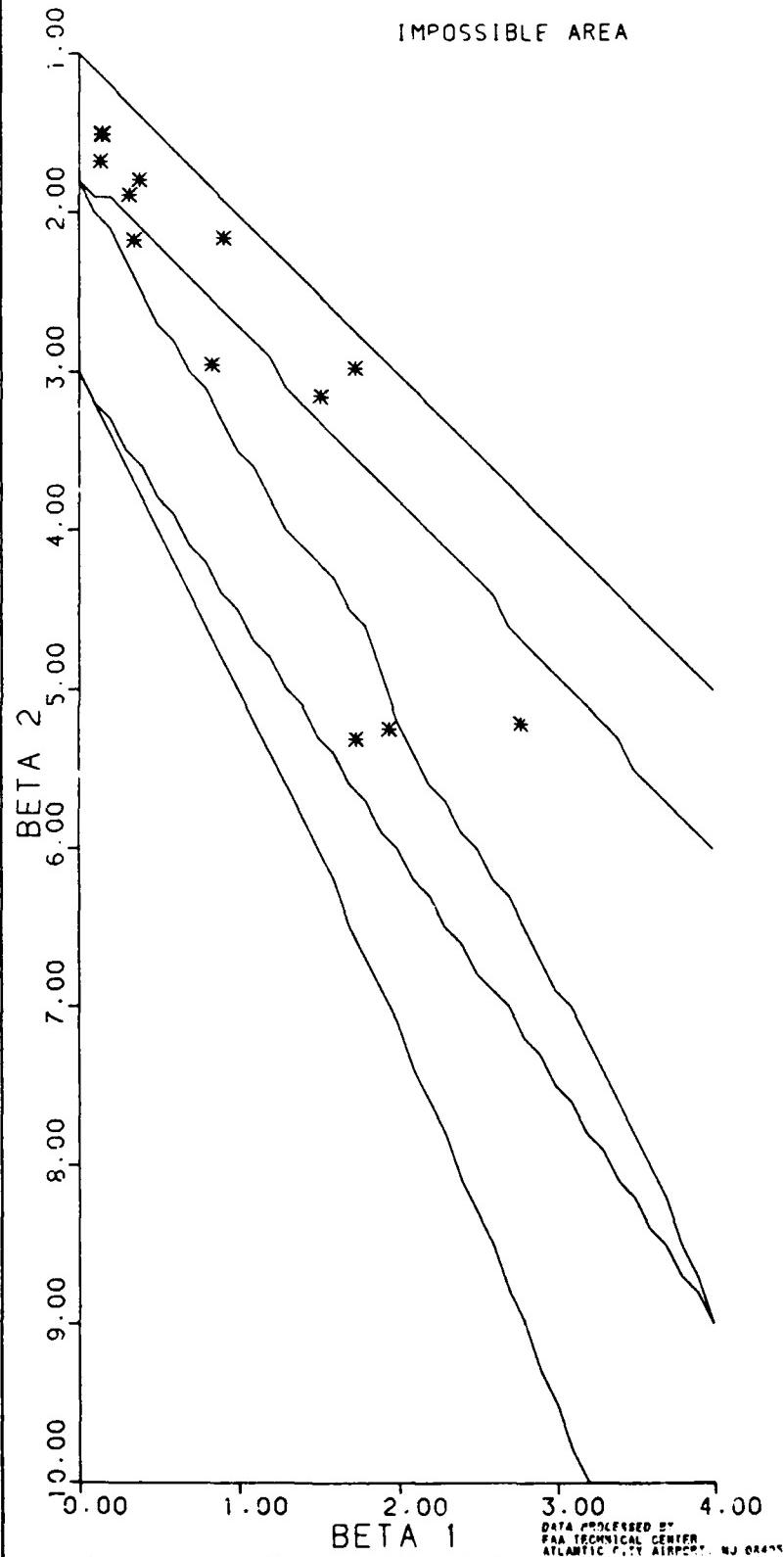
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
10.00 DEGREE CURVED DEPARTURES  
ALONGPATH SPEED (KNOTS)



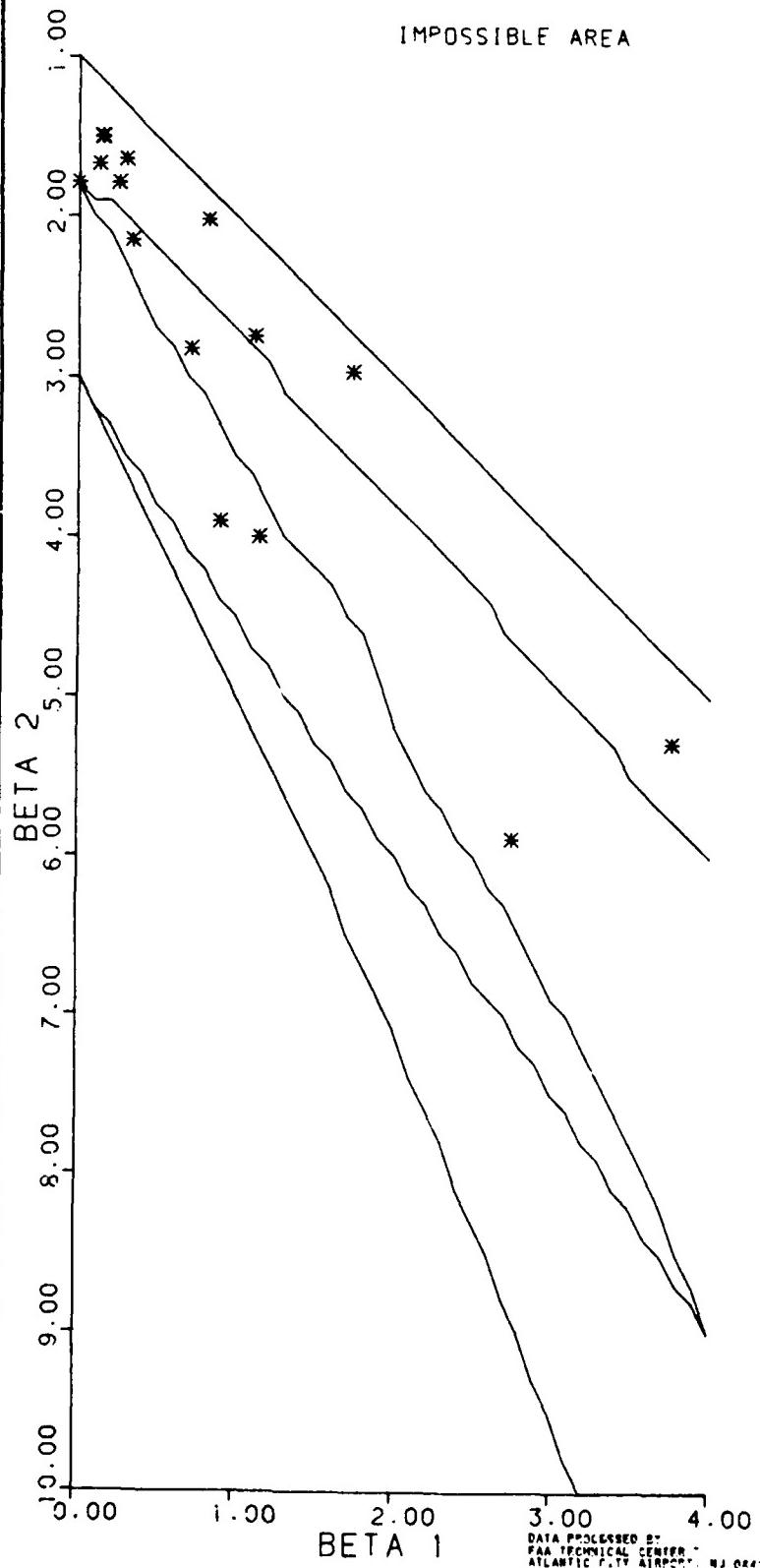
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10.00 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
10.00 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT)

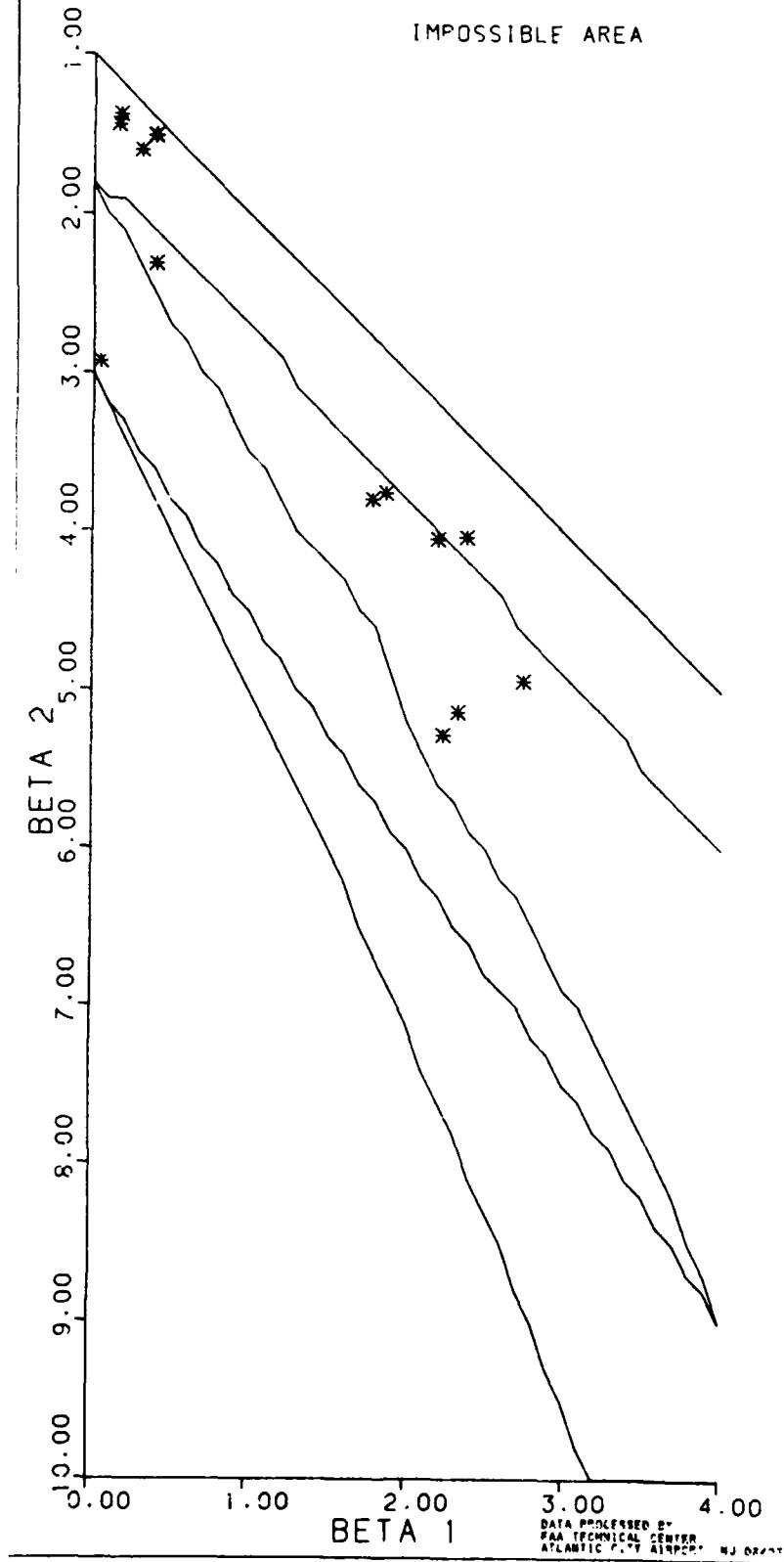


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
10.00 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG)

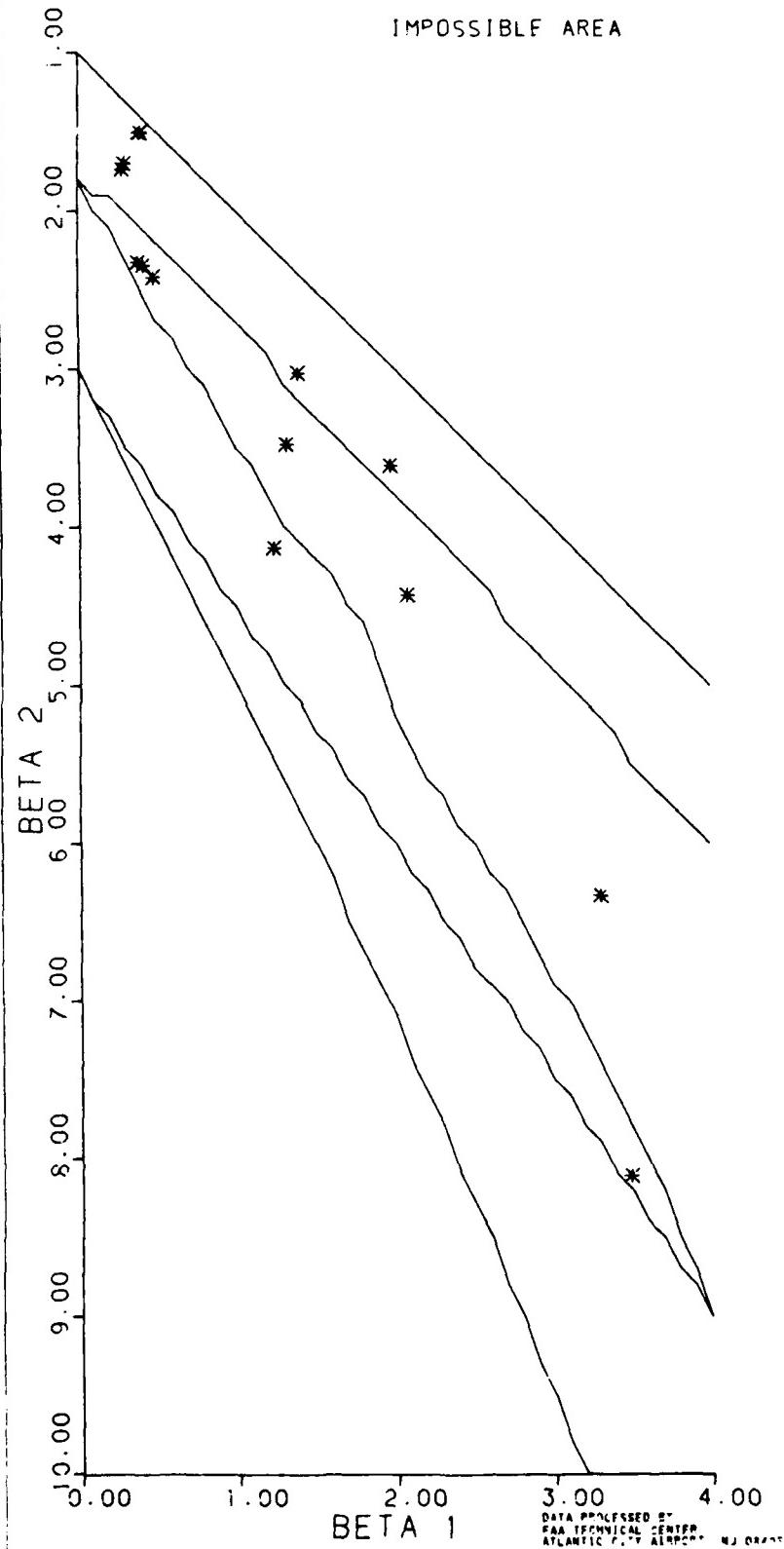


DATA PROCESSED BY  
FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

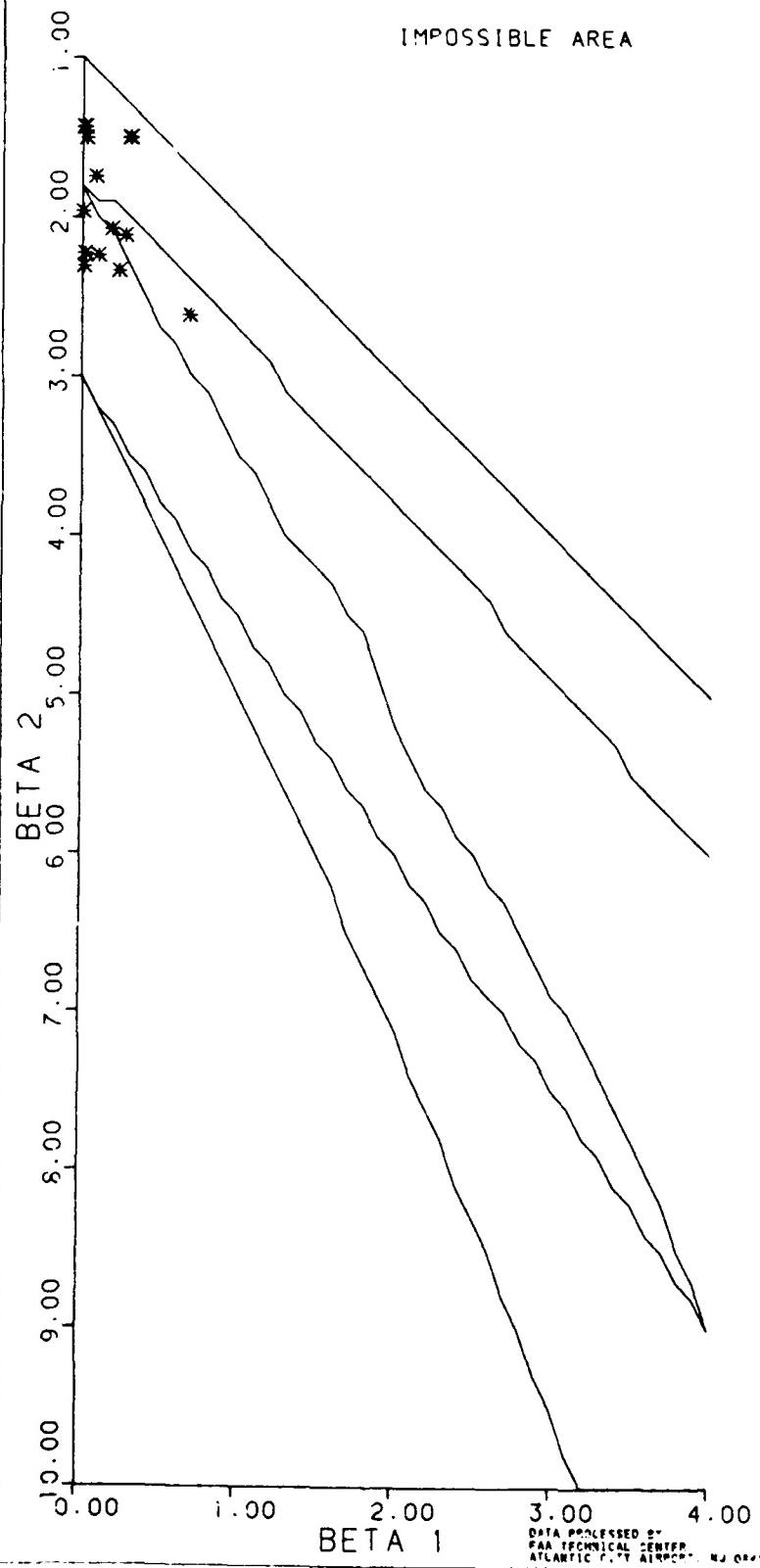
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CROSSTRAK POSITION (FT)



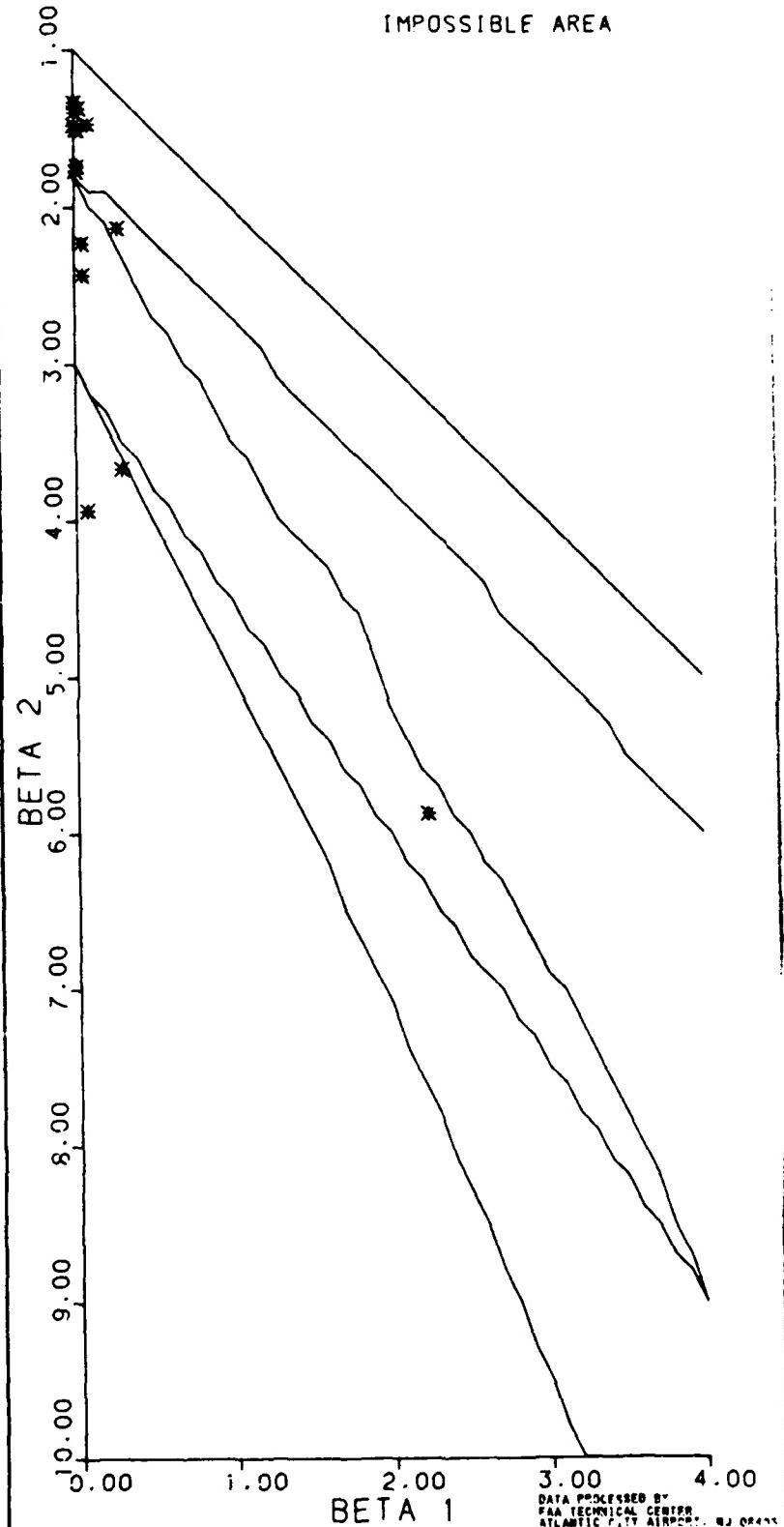
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
12.00 DEGREE CURVED DEPARTURES  
ALTITUDE (FT)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
12.00 DEGREE CURVED DEPARTURES  
CROSSTRACK VELOCITY (FPM)

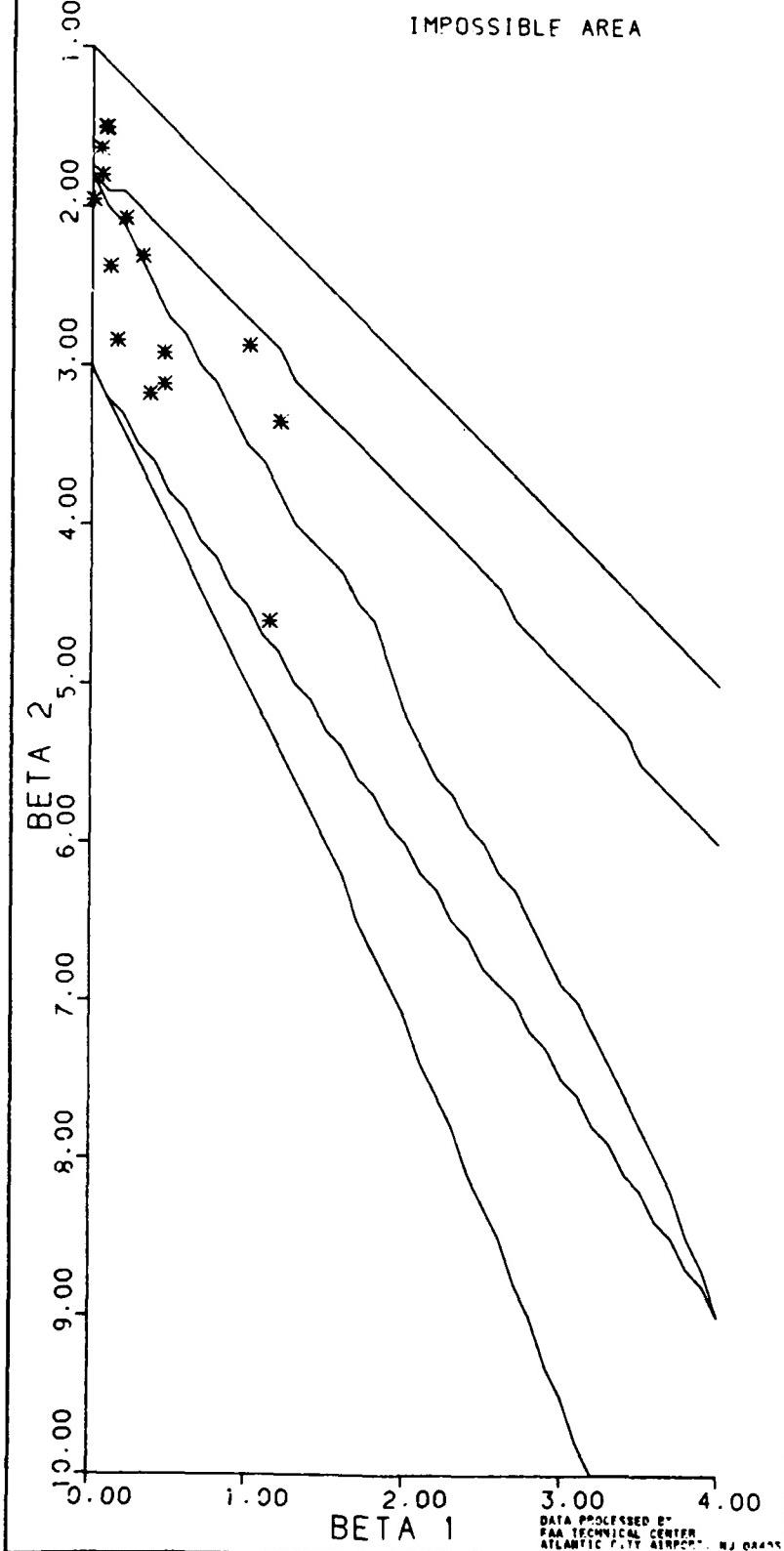


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
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ALONGTRACK VELOCITY (FPM)

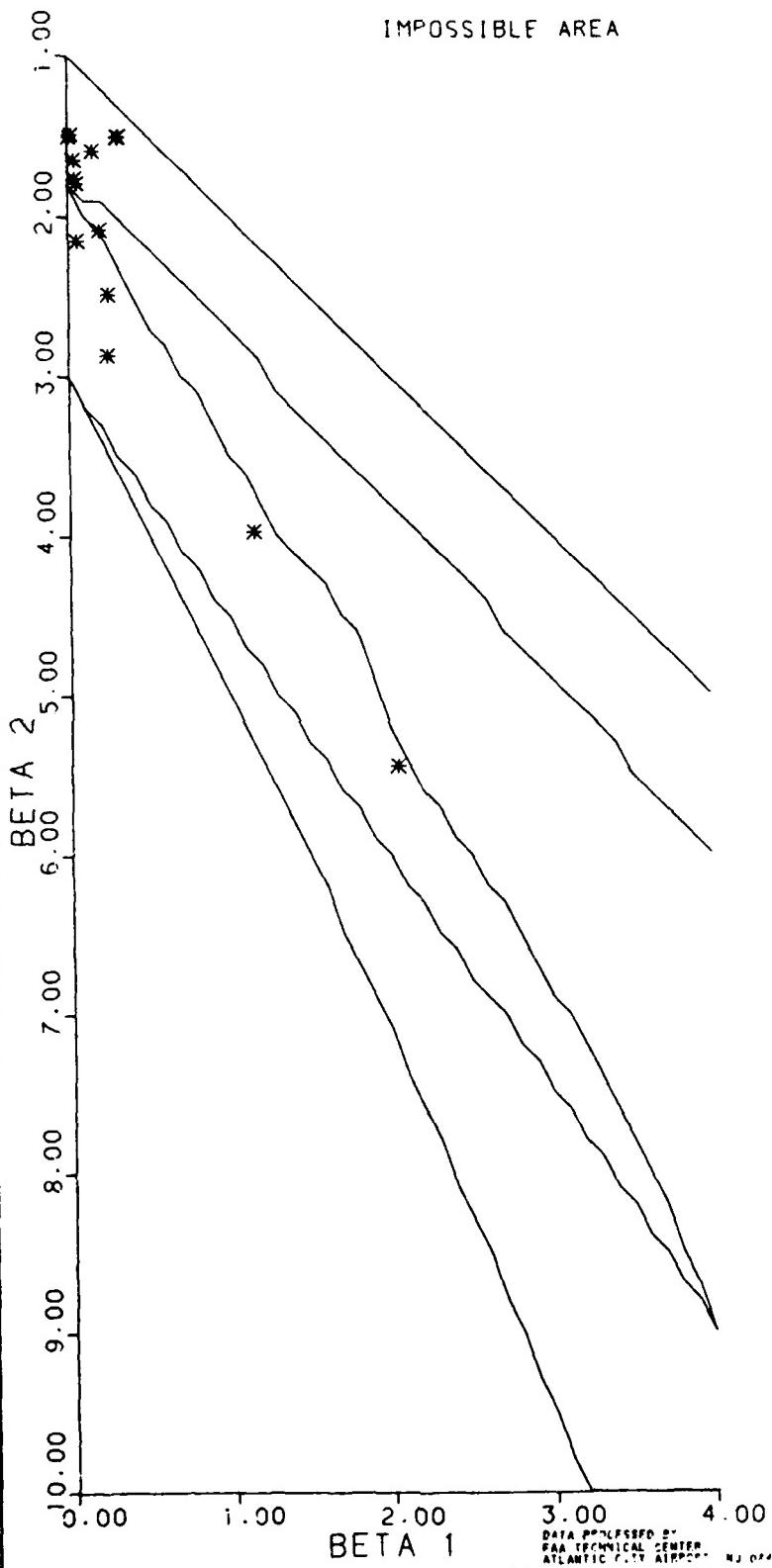


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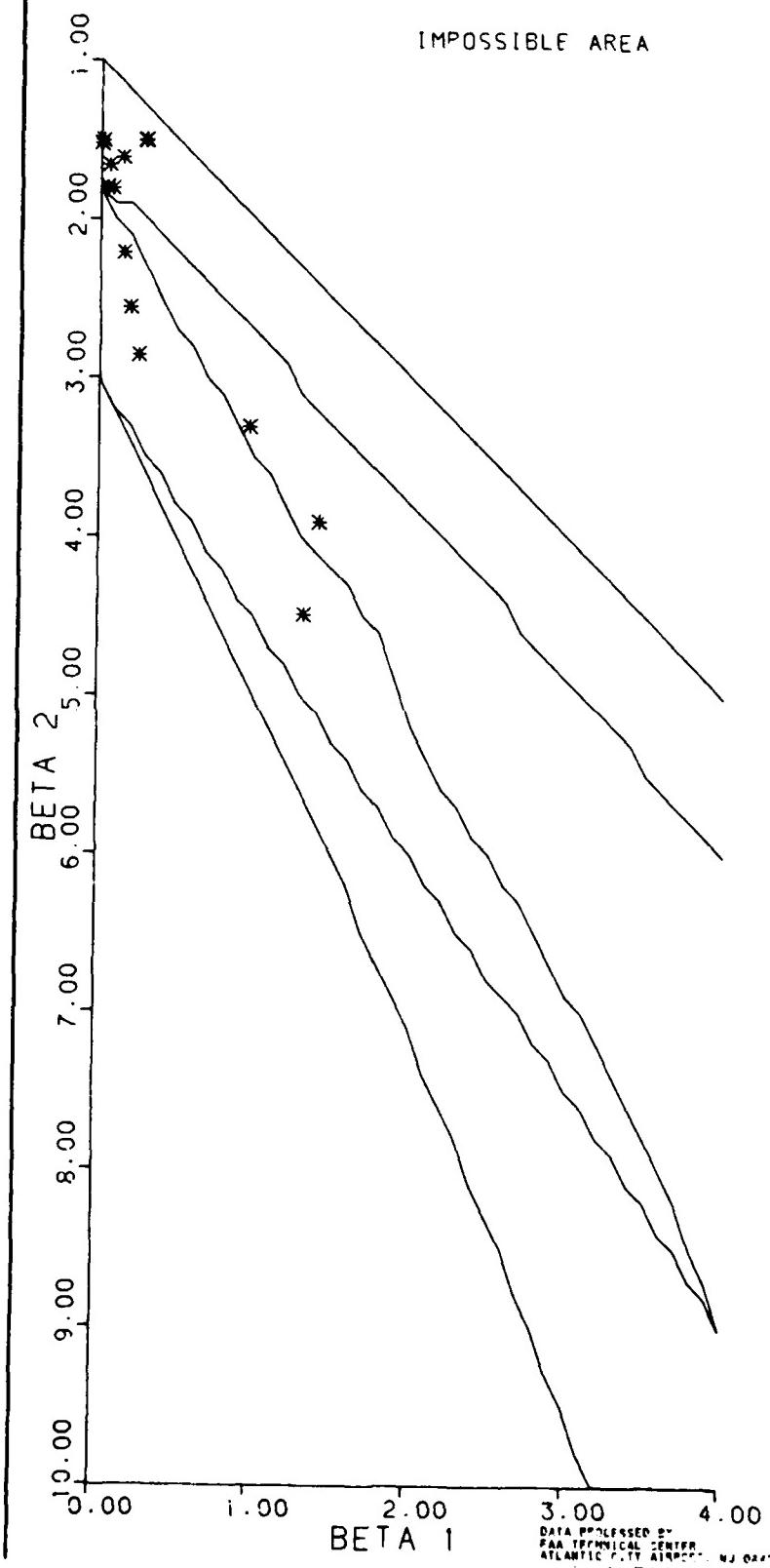
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
12.00 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM)



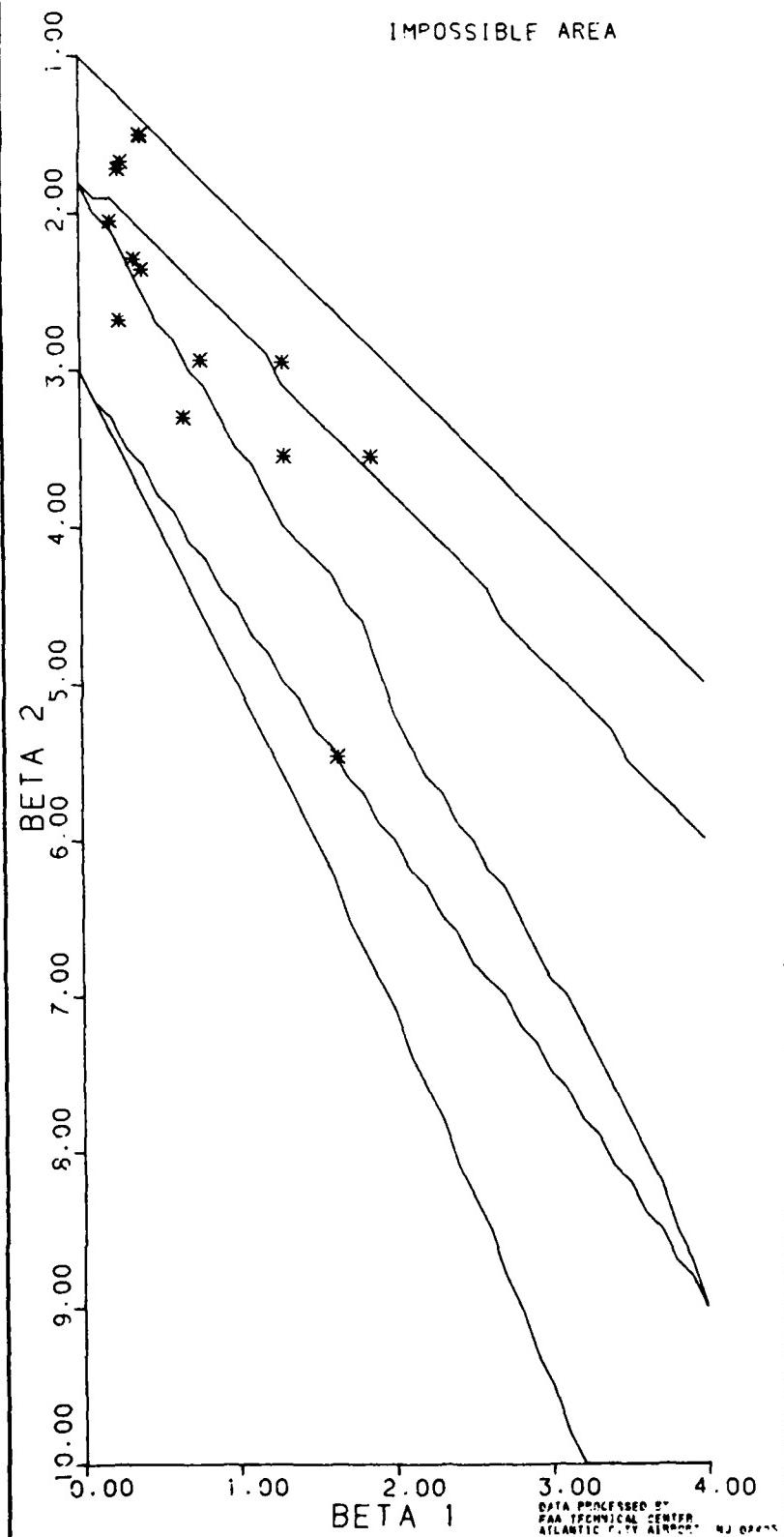
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
12.00 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS)



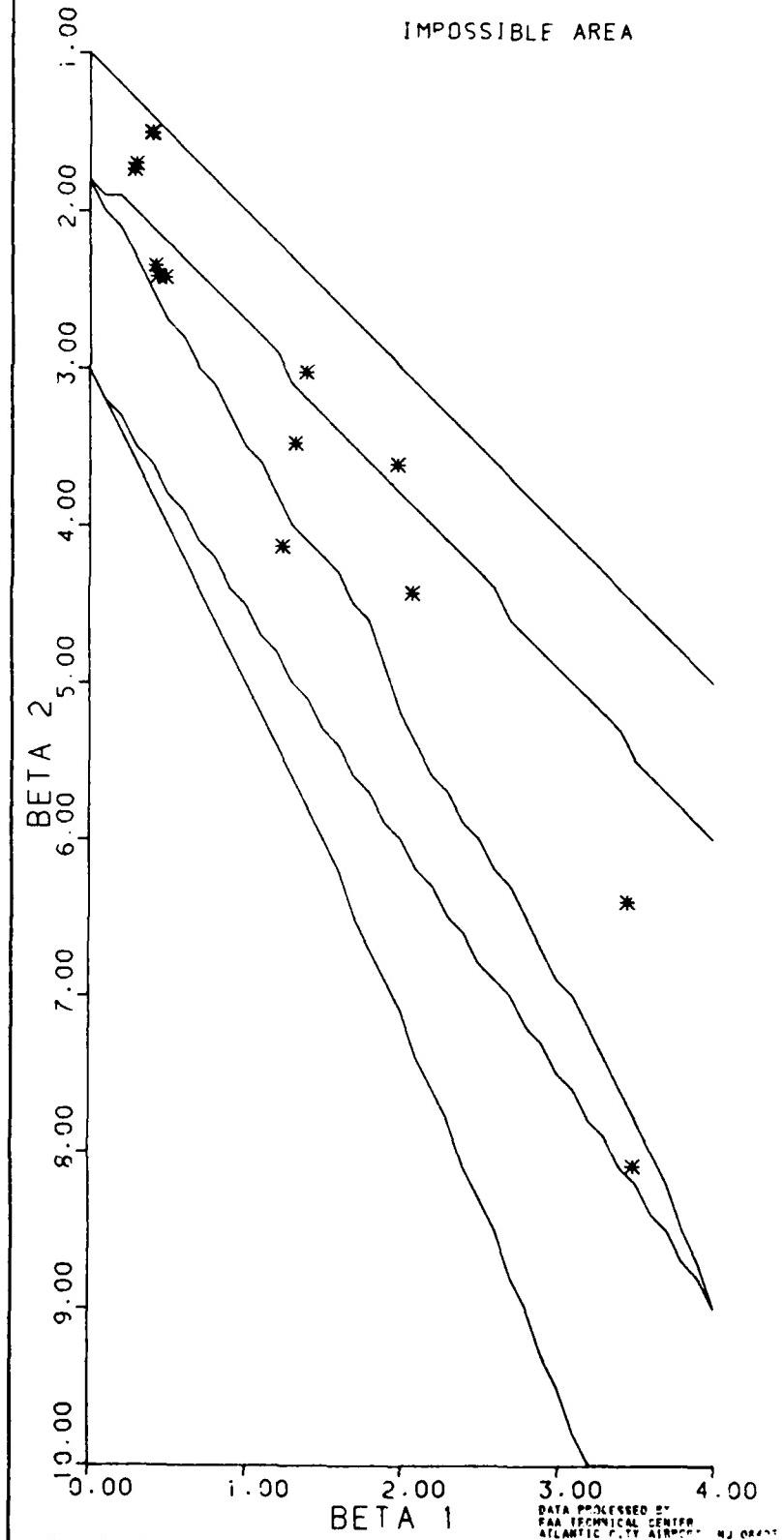
VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
12.00 DEGREE CURVED DEPARTURES  
ALONGPATH SPEED (KNOTS)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
12.00 DEGREE CURVED DEPARTURES  
ANGULAR ERROR 'DEG)

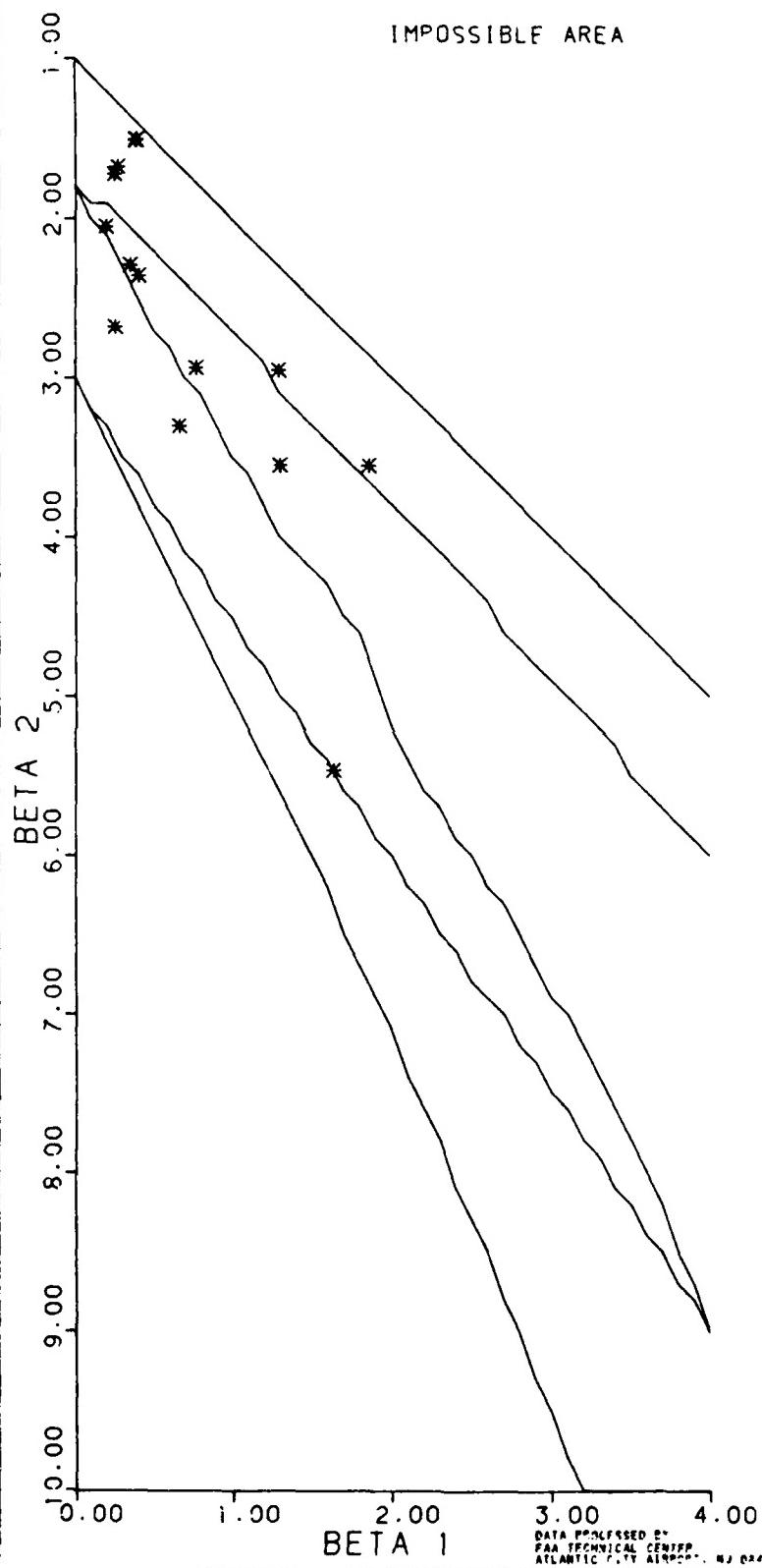


VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
12.00 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT)



VMC DISTRIBUTION ANALYSIS -- ALL AIRCRAFT  
12.00 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG)

IMPOSSIBLE AREA



APPENDIX E  
RESULTS OF CHI SQUARE TEST FOR UH-1 DATA

There are ten tables presented in this appendix. To make it easier to find a particular table, the order of tables is explained here. They are the Chi Square results for: crosstrack position, altitude, crosstrack velocity, along-track velocity, vertical velocity, groundspeed, along path speed, angular error, altitude error, and angular position (deg).

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1

PARAMETER EVALUATED: CROSSTRACK POSITION

TOTAL POINTS: 285

0 % >= Pr{X2>CHSQ} <	5 %:	183
5 % >= Pr{X2>CHSQ} <	10 %:	24
10 % >= Pr{X2>CHSQ} <	15 %:	12
15 % >= Pr{X2>CHSQ} <	20 %:	6
20 % >= Pr{X2>CHSQ} <	25 %:	9
25 % >= Pr{X2>CHSQ} <	30 %:	3
30 % >= Pr{X2>CHSQ} <	35 %:	5
35 % >= Pr{X2>CHSQ} <	40 %:	1
40 % >= Pr{X2>CHSQ} <	45 %:	6
45 % >= Pr{X2>CHSQ} <	50 %:	3
50 % >= Pr{X2>CHSQ} <	55 %:	3
55 % >= Pr{X2>CHSQ} <	60 %:	8
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	1
70 % >= Pr{X2>CHSQ} <	75 %:	5
75 % >= Pr{X2>CHSQ} <	80 %:	3
80 % >= Pr{X2>CHSQ} <	85 %:	6
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	6
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

33 POINTS  
11.58 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: ALTITUDE  
TOTAL POINTS: 285

0 % >= Pr{X2>CHSQ} <	5 %: 189
5 % >= Pr{X2>CHSQ} <	10 %: 18
10 % >= Pr{X2>CHSQ} <	15 %: 9
15 % >= Pr{X2>CHSQ} <	20 %: 12
20 % >= Pr{X2>CHSQ} <	25 %: 9
25 % >= Pr{X2>CHSQ} <	30 %: 7
30 % >= Pr{X2>CHSQ} <	35 %: 5
35 % >= Pr{X2>CHSQ} <	40 %: 7
40 % >= Pr{X2>CHSQ} <	45 %: 4
45 % >= Pr{X2>CHSQ} <	50 %: 10
50 % >= Pr{X2>CHSQ} <	55 %: 0
55 % >= Pr{X2>CHSQ} <	60 %: 5
60 % >= Pr{X2>CHSQ} <	65 %: 2
65 % >= Pr{X2>CHSQ} <	70 %: 3
70 % >= Pr{X2>CHSQ} <	75 %: 3
75 % >= Pr{X2>CHSQ} <	80 %: 1
80 % >= Pr{X2>CHSQ} <	85 %: 0
85 % >= Pr{X2>CHSQ} <	90 %: 0
90 % >= Pr{X2>CHSQ} <	95 %: 0
95 % >= Pr{X2>CHSQ} <	100 %: 1
Pr{X2>CHSQ} = 100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

15 POINTS  
5.26 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: CROSSTRACK VELOCITY  
TOTAL POINTS: 285

0 % >= Pr{X2>CHSQ} <	5 %: 194
5 % >= Pr{X2>CHSQ} <	10 %: 25
10 % >= Pr{X2>CHSQ} <	15 %: 6
15 % >= Pr{X2>CHSQ} <	20 %: 10
20 % >= Pr{X2>CHSQ} <	25 %: 9
25 % >= Pr{X2>CHSQ} <	30 %: 4
30 % >= Pr{X2>CHSQ} <	35 %: 7
35 % >= Pr{X2>CHSQ} <	40 %: 5
40 % >= Pr{X2>CHSQ} <	45 %: 5
45 % >= Pr{X2>CHSQ} <	50 %: 2
50 % >= Pr{X2>CHSQ} <	55 %: 1
55 % >= Pr{X2>CHSQ} <	60 %: 2
60 % >= Pr{X2>CHSQ} <	65 %: 3
65 % >= Pr{X2>CHSQ} <	70 %: 7
70 % >= Pr{X2>CHSQ} <	75 %: 0
75 % >= Pr{X2>CHSQ} <	80 %: 1
80 % >= Pr{X2>CHSQ} <	85 %: 2
85 % >= Pr{X2>CHSQ} <	90 %: 0
90 % >= Pr{X2>CHSQ} <	95 %: 0
95 % >= Pr{X2>CHSQ} <	100 %: 2
Pr{X2>CHSQ} = 100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

18 POINTS  
6.32 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: ALONGTRACK VELOCITY  
TOTAL POINTS: 285

0 % >= Pr{X2>CHSQ} < 5 %:	194
5 % >= Pr{X2>CHSQ} < 10 %:	15
10 % >= Pr{X2>CHSQ} < 15 %:	11
15 % >= Pr{X2>CHSQ} < 20 %:	12
20 % >= Pr{X2>CHSQ} < 25 %:	11
25 % >= Pr{X2>CHSQ} < 30 %:	11
30 % >= Pr{X2>CHSQ} < 35 %:	5
35 % >= Pr{X2>CHSQ} < 40 %:	2
40 % >= Pr{X2>CHSQ} < 45 %:	7
45 % >= Pr{X2>CHSQ} < 50 %:	5
50 % >= Pr{X2>CHSQ} < 55 %:	2
55 % >= Pr{X2>CHSQ} < 60 %:	5
60 % >= Pr{X2>CHSQ} < 65 %:	0
65 % >= Pr{X2>CHSQ} < 70 %:	3
70 % >= Pr{X2>CHSQ} < 75 %:	0
75 % >= Pr{X2>CHSQ} < 80 %:	0
80 % >= Pr{X2>CHSQ} < 85 %:	2
85 % >= Pr{X2>CHSQ} < 90 %:	0
90 % >= Pr{X2>CHSQ} < 95 %:	0
95 % >= Pr{X2>CHSQ} < 100 %:	0
Pr{X2>CHSQ} = 100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

12 POINTS  
4.21 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: VERTICAL VELOCITY  
TOTAL POINTS: 285

0 % >= Pr{X2>CHSQ} < 5 %:	188
5 % >= Pr{X2>CHSQ} < 10 %:	22
10 % >= Pr{X2>CHSQ} < 15 %:	14
15 % >= Pr{X2>CHSQ} < 20 %:	9
20 % >= Pr{X2>CHSQ} < 25 %:	14
25 % >= Pr{X2>CHSQ} < 30 %:	6
30 % >= Pr{X2>CHSQ} < 35 %:	7
35 % >= Pr{X2>CHSQ} < 40 %:	5
40 % >= Pr{X2>CHSQ} < 45 %:	3
45 % >= Pr{X2>CHSQ} < 50 %:	3
50 % >= Pr{X2>CHSQ} < 55 %:	5
55 % >= Pr{X2>CHSQ} < 60 %:	4
60 % >= Pr{X2>CHSQ} < 65 %:	2
65 % >= Pr{X2>CHSQ} < 70 %:	2
70 % >= Pr{X2>CHSQ} < 75 %:	0
75 % >= Pr{X2>CHSQ} < 80 %:	0
80 % >= Pr{X2>CHSQ} < 85 %:	0
85 % >= Pr{X2>CHSQ} < 90 %:	0
90 % >= Pr{X2>CHSQ} < 95 %:	0
95 % >= Pr{X2>CHSQ} < 100 %:	0
Pr{X2>CHSQ} = 100 %:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

14 POINTS  
4.91 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: GROUNDSPEED  
TOTAL POINTS: 285

0 % >= Pr{X2>CHSQ} <	5 %:	190
5 % >= Pr{X2>CHSQ} <	10 %:	14
10 % >= Pr{X2>CHSQ} <	15 %:	11
15 % >= Pr{X2>CHSQ} <	20 %:	15
20 % >= Pr{X2>CHSQ} <	25 %:	12
25 % >= Pr{X2>CHSQ} <	30 %:	4
30 % >= Pr{X2>CHSQ} <	35 %:	1
35 % >= Pr{X2>CHSQ} <	40 %:	3
40 % >= Pr{X2>CHSQ} <	45 %:	11
45 % >= Pr{X2>CHSQ} <	50 %:	5
50 % >= Pr{X2>CHSQ} <	55 %:	0
55 % >= Pr{X2>CHSQ} <	60 %:	4
60 % >= Pr{X2>CHSQ} <	65 %:	2
65 % >= Pr{X2>CHSQ} <	70 %:	7
70 % >= Pr{X2>CHSQ} <	75 %:	1
75 % >= Pr{X2>CHSQ} <	80 %:	1
80 % >= Pr{X2>CHSQ} <	85 %:	2
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	2
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

19 POINTS  
6.67 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: ALONGPATH SPEED  
TOTAL POINTS: 285

0 % >= Pr{X2>CHSQ} <	5 %:	190
5 % >= Pr{X2>CHSQ} <	10 %:	20
10 % >= Pr{X2>CHSQ} <	15 %:	10
15 % >= Pr{X2>CHSQ} <	20 %:	15
20 % >= Pr{X2>CHSQ} <	25 %:	6
25 % >= Pr{X2>CHSQ} <	30 %:	5
30 % >= Pr{X2>CHSQ} <	35 %:	5
35 % >= Pr{X2>CHSQ} <	40 %:	6
40 % >= Pr{X2>CHSQ} <	45 %:	8
45 % >= Pr{X2>CHSQ} <	50 %:	4
50 % >= Pr{X2>CHSQ} <	55 %:	2
55 % >= Pr{X2>CHSQ} <	60 %:	4
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	1
70 % >= Pr{X2>CHSQ} <	75 %:	3
75 % >= Pr{X2>CHSQ} <	80 %:	2
80 % >= Pr{X2>CHSQ} <	85 %:	3
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	1
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

16 POINTS  
5.61 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: ANGULAR ERROR  
TOTAL POINTS: 277

0 % >= Pr{X2>CHSQ}	<	5 %:	182
5 % >= Pr{X2>CHSQ}	<	10 %:	16
10 % >= Pr{X2>CHSQ}	<	15 %:	8
15 % >= Pr{X2>CHSQ}	<	20 %:	15
20 % >= Pr{X2>CHSQ}	<	25 %:	12
25 % >= Pr{X2>CHSQ}	<	30 %:	9
30 % >= Pr{X2>CHSQ}	<	35 %:	4
35 % >= Pr{X2>CHSQ}	<	40 %:	5
40 % >= Pr{X2>CHSQ}	<	45 %:	4
45 % >= Pr{X2>CHSQ}	<	50 %:	10
50 % >= Pr{X2>CHSQ}	<	55 %:	0
55 % >= Pr{X2>CHSQ}	<	60 %:	3
60 % >= Pr{X2>CHSQ}	<	65 %:	1
65 % >= Pr{X2>CHSQ}	<	70 %:	4
70 % >= Pr{X2>CHSQ}	<	75 %:	2
75 % >= Pr{X2>CHSQ}	<	80 %:	1
80 % >= Pr{X2>CHSQ}	<	85 %:	0
85 % >= Pr{X2>CHSQ}	<	90 %:	0
90 % >= Pr{X2>CHSQ}	<	95 %:	0
95 % >= Pr{X2>CHSQ}	<	100 %:	1
Pr{X2>CHSQ} = 100 %:			0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

12 POINTS  
4.33 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1

PARAMETER EVALUATED: ALTITUDE ERROR

TOTAL POINTS: 285

0 % >= Pr{X2>CHSQ} <	5 %:	189
5 % >= Pr{X2>CHSQ} <	10 %:	17
10 % >= Pr{X2>CHSQ} <	15 %:	9
15 % >= Pr{X2>CHSQ} <	20 %:	13
20 % >= Pr{X2>CHSQ} <	25 %:	9
25 % >= Pr{X2>CHSQ} <	30 %:	7
30 % >= Pr{X2>CHSQ} <	35 %:	5
35 % >= Pr{X2>CHSQ} <	40 %:	7
40 % >= Pr{X2>CHSQ} <	45 %:	4
45 % >= Pr{X2>CHSQ} <	50 %:	10
50 % >= Pr{X2>CHSQ} <	55 %:	0
55 % >= Pr{X2>CHSQ} <	60 %:	6
60 % >= Pr{X2>CHSQ} <	65 %:	2
65 % >= Pr{X2>CHSQ} <	70 %:	3
70 % >= Pr{X2>CHSQ} <	75 %:	2
75 % >= Pr{X2>CHSQ} <	80 %:	1
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	1
Pr{X2>CHSQ} = 100 %:		0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

15 POINTS  
5.26 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: UH1  
PARAMETER EVALUATED: ANGULAR POSITION  
TOTAL POINTS: 277

0 % >= Pr{X2>CHSQ} <	5 %:	182
5 % >= Pr{X2>CHSQ} <	10 %:	16
10 % >= Pr{X2>CHSQ} <	15 %:	8
15 % >= Pr{X2>CHSQ} <	20 %:	15
20 % >= Pr{X2>CHSQ} <	25 %:	12
25 % >= Pr{X2>CHSQ} <	30 %:	9
30 % >= Pr{X2>CHSQ} <	35 %:	4
35 % >= Pr{X2>CHSQ} <	40 %:	5
40 % >= Pr{X2>CHSQ} <	45 %:	3
45 % >= Pr{X2>CHSQ} <	50 %:	10
50 % >= Pr{X2>CHSQ} <	55 %:	0
55 % >= Pr{X2>CHSQ} <	60 %:	3
60 % >= Pr{X2>CHSQ} <	65 %:	1
65 % >= Pr{X2>CHSQ} <	70 %:	5
70 % >= Pr{X2>CHSQ} <	75 %:	2
75 % >= Pr{X2>CHSQ} <	80 %:	1
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	1
Pr{X2>CHSQ} = 100 %:		0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

13 POINTS  
4.69 % OF TOTAL POINTS

APPENDIX F

RESULTS OF CHI SUARE TEST FOR S-76 DATA

There are ten tables presented in this appendix. To make it easier to find a particular table, the order of tables is explained here. They are the Chi Square results for: crosstrack position, altitude, crosstrack velocity, along-track velocity, vertical velocity, groundspeed, along path speed, angular error, altitude error, and angular position.

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: CROSSTRACK POSITION  
TOTAL POINTS: 262

0 % >= Pr{X2>CHSQ} <	5 %:	159
5 % >= Pr{X2>CHSQ} <	10 %:	39
10 % >= Pr{X2>CHSQ} <	15 %:	9
15 % >= Pr{X2>CHSQ} <	20 %:	20
20 % >= Pr{X2>CHSQ} <	25 %:	9
25 % >= Pr{X2>CHSQ} <	30 %:	12
30 % >= Pr{X2>CHSQ} <	35 %:	2
35 % >= Pr{X2>CHSQ} <	40 %:	3
40 % >= Pr{X2>CHSQ} <	45 %:	2
45 % >= Pr{X2>CHSQ} <	50 %:	1
50 % >= Pr{X2>CHSQ} <	55 %:	3
55 % >= Pr{X2>CHSQ} <	60 %:	3
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	0
70 % >= Pr{X2>CHSQ} <	75 %:	0
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

6 POINTS  
2.29 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: ALTITUDE  
TOTAL POINTS: 262

0 % >= Pr{X2>CHSQ} <	5 %: 150
5 % >= Pr{X2>CHSQ} <	10 %: 30
10 % >= Pr{X2>CHSQ} <	15 %: 29
15 % >= Pr{X2>CHSQ} <	20 %: 27
20 % >= Pr{X2>CHSQ} <	25 %: 6
25 % >= Pr{X2>CHSQ} <	30 %: 11
30 % >= Pr{X2>CHSQ} <	35 %: 6
35 % >= Pr{X2>CHSQ} <	40 %: 0
40 % >= Pr{X2>CHSQ} <	45 %: 0
45 % >= Pr{X2>CHSQ} <	50 %: 0
50 % >= Pr{X2>CHSQ} <	55 %: 2
55 % >= Pr{X2>CHSQ} <	60 %: 0
60 % >= Pr{X2>CHSQ} <	65 %: 0
65 % >= Pr{X2>CHSQ} <	70 %: 1
70 % >= Pr{X2>CHSQ} <	75 %: 0
75 % >= Pr{X2>CHSQ} <	80 %: 0
80 % >= Pr{X2>CHSQ} <	85 %: 0
85 % >= Pr{X2>CHSQ} <	90 %: 0
90 % >= Pr{X2>CHSQ} <	95 %: 0
95 % >= Pr{X2>CHSQ} <	100 %: 0
Pr{X2>CHSQ} = 100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

3 POINTS  
1.15 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: CROSSTRACK VELOCITY  
TOTAL POINTS: 262

0 % >= Pr{X2>CHSQ} <	5 %: 127
5 % >= Pr{X2>CHSQ} <	10 %: 24
10 % >= Pr{X2>CHSQ} <	15 %: 23
15 % >= Pr{X2>CHSQ} <	20 %: 11
20 % >= Pr{X2>CHSQ} <	25 %: 7
25 % >= Pr{X2>CHSQ} <	30 %: 13
30 % >= Pr{X2>CHSQ} <	35 %: 17
35 % >= Pr{X2>CHSQ} <	40 %: 8
40 % >= Pr{X2>CHSQ} <	45 %: 2
45 % >= Pr{X2>CHSQ} <	50 %: 8
50 % >= Pr{X2>CHSQ} <	55 %: 0
55 % >= Pr{X2>CHSQ} <	60 %: 10
60 % >= Pr{X2>CHSQ} <	65 %: 0
65 % >= Pr{X2>CHSQ} <	70 %: 3
70 % >= Pr{X2>CHSQ} <	75 %: 2
75 % >= Pr{X2>CHSQ} <	80 %: 0
80 % >= Pr{X2>CHSQ} <	85 %: 4
85 % >= Pr{X2>CHSQ} <	90 %: 0
90 % >= Pr{X2>CHSQ} <	95 %: 3
95 % >= Pr{X2>CHSQ} <	100 %: 0
Pr{X2>CHSQ} = 100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

22 POINTS  
8.40 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: ALONGTRACK VELOCITY  
TOTAL POINTS: 262

0 % >= Pr{X2>CHSQ} <	5 %: 149
5 % >= Pr{X2>CHSQ} <	10 %: 44
10 % >= Pr{X2>CHSQ} <	15 %: 23
15 % >= Pr{X2>CHSQ} <	20 %: 20
20 % >= Pr{X2>CHSQ} <	25 %: 4
25 % >= Pr{X2>CHSQ} <	30 %: 7
30 % >= Pr{X2>CHSQ} <	35 %: 8
35 % >= Pr{X2>CHSQ} <	40 %: 4
40 % >= Pr{X2>CHSQ} <	45 %: 1
45 % >= Pr{X2>CHSQ} <	50 %: 2
50 % >= Pr{X2>CHSQ} <	55 %: 0
55 % >= Pr{X2>CHSQ} <	60 %: 0
60 % >= Pr{X2>CHSQ} <	65 %: 0
65 % >= Pr{X2>CHSQ} <	70 %: 0
70 % >= Pr{X2>CHSQ} <	75 %: 0
75 % >= Pr{X2>CHSQ} <	80 %: 0
80 % >= Pr{X2>CHSQ} <	85 %: 0
85 % >= Pr{X2>CHSQ} <	90 %: 0
90 % >= Pr{X2>CHSQ} <	95 %: 0
95 % >= Pr{X2>CHSQ} <	100 %: 0
Pr{X2>CHSQ} = 100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS  
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: VERTICAL VELOCITY  
TOTAL POINTS: 262

0 % >= Pr{X2>CHSQ} < 5 %:	142
5 % >= Pr{X2>CHSQ} < 10 %:	27
10 % >= Pr{X2>CHSQ} < 15 %:	20
15 % >= Pr{X2>CHSQ} < 20 %:	8
20 % >= Pr{X2>CHSQ} < 25 %:	11
25 % >= Pr{X2>CHSQ} < 30 %:	14
30 % >= Pr{X2>CHSQ} < 35 %:	21
35 % >= Pr{X2>CHSQ} < 40 %:	5
40 % >= Pr{X2>CHSQ} < 45 %:	0
45 % >= Pr{X2>CHSQ} < 50 %:	5
50 % >= Pr{X2>CHSQ} < 55 %:	1
55 % >= Pr{X2>CHSQ} < 60 %:	5
60 % >= Pr{X2>CHSQ} < 65 %:	0
65 % >= Pr{X2>CHSQ} < 70 %:	2
70 % >= Pr{X2>CHSQ} < 75 %:	0
75 % >= Pr{X2>CHSQ} < 80 %:	0
80 % >= Pr{X2>CHSQ} < 85 %:	1
85 % >= Pr{X2>CHSQ} < 90 %:	0
90 % >= Pr{X2>CHSQ} < 95 %:	0
95 % >= Pr{X2>CHSQ} < 100 %:	0
Pr{X2>CHSQ} = 100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

9 POINTS  
3.44 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: GROUNDSPEED  
TOTAL POINTS: 262

0 % >= Pr{X2>CHSQ} <	5 %:	153
5 % >= Pr{X2>CHSQ} <	10 %:	31
10 % >= Pr{X2>CHSQ} <	15 %:	11
15 % >= Pr{X2>CHSQ} <	20 %:	13
20 % >= Pr{X2>CHSQ} <	25 %:	8
25 % >= Pr{X2>CHSQ} <	30 %:	10
30 % >= Pr{X2>CHSQ} <	35 %:	13
35 % >= Pr{X2>CHSQ} <	40 %:	3
40 % >= Pr{X2>CHSQ} <	45 %:	0
45 % >= Pr{X2>CHSQ} <	50 %:	5
50 % >= Pr{X2>CHSQ} <	55 %:	0
55 % >= Pr{X2>CHSQ} <	60 %:	6
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	4
70 % >= Pr{X2>CHSQ} <	75 %:	2
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	1
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	2
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

15 PANTS  
5.73 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76

PARAMETER EVALUATED: ALONGPATH SPEED

TOTAL POINTS: 262

0 % >= Pr{X2>CHSQ} <	5 %:	149
5 % >= Pr{X2>CHSQ} <	10 %:	32
10 % >= Pr{X2>CHSQ} <	15 %:	16
15 % >= Pr{X2>CHSQ} <	20 %:	18
20 % >= Pr{X2>CHSQ} <	25 %:	4
25 % >= Pr{X2>CHSQ} <	30 %:	9
30 % >= Pr{X2>CHSQ} <	35 %:	10
35 % >= Pr{X2>CHSQ} <	40 %:	3
40 % >= Pr{X2>CHSQ} <	45 %:	1
45 % >= Pr{X2>CHSQ} <	50 %:	6
50 % >= Pr{X2>CHSQ} <	55 %:	0
55 % >= Pr{X2>CHSQ} <	60 %:	8
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	4
70 % >= Pr{X2>CHSQ} <	75 %:	1
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	1
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

14 POINTS  
5.34 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: ANGULAR ERROR  
TOTAL POINTS: 254

0 % >= Pr{X2>CHSQ} <	5 %:	145
5 % >= Pr{X2>CHSQ} <	10 %:	29
10 % >= Pr{X2>CHSQ} <	15 %:	32
15 % >= Pr{X2>CHSQ} <	20 %:	22
20 % >= Pr{X2>CHSQ} <	25 %:	5
25 % >= Pr{X2>CHSQ} <	30 %:	12
30 % >= Pr{X2>CHSQ} <	35 %:	6
35 % >= Pr{X2>CHSQ} <	40 %:	1
40 % >= Pr{X2>CHSQ} <	45 %:	0
45 % >= Pr{X2>CHSQ} <	50 %:	0
50 % >= Pr{X2>CHSQ} <	55 %:	1
55 % >= Pr{X2>CHSQ} <	60 %:	0
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	1
70 % >= Pr{X2>CHSQ} <	75 %:	0
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

2 POINTS  
0.79 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: ALTITUDE ERROR  
TOTAL POINTS: 262

0 % >= Pr{X2>CHSQ} <	5 %:	150
5 % >= Pr{X2>CHSQ} <	10 %:	29
10 % >= Pr{X2>CHSQ} <	15 %:	29
15 % >= Pr{X2>CHSQ} <	20 %:	28
20 % >= Pr{X2>CHSQ} <	25 %:	6
25 % >= Pr{X2>CHSQ} <	30 %:	11
30 % >= Pr{X2>CHSQ} <	35 %:	6
35 % >= Pr{X2>CHSQ} <	40 %:	0
40 % >= Pr{X2>CHSQ} <	45 %:	0
45 % >= Pr{X2>CHSQ} <	50 %:	0
50 % >= Pr{X2>CHSQ} <	55 %:	2
55 % >= Pr{X2>CHSQ} <	60 %:	0
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	1
70 % >= Pr{X2>CHSQ} <	75 %:	0
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

3 POINTS  
1.15 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: S76  
PARAMETER EVALUATED: ANGULAR POSITION  
TOTAL POINTS: 254

0 % >= Pr{X2>CHSQ} <	5 %:	145
5 % >= Pr{X2>CHSQ} <	10 %:	29
10 % >= Pr{X2>CHSQ} <	15 %:	32
15 % >= Pr{X2>CHSQ} <	20 %:	22
20 % >= Pr{X2>CHSQ} <	25 %:	5
25 % >= Pr{X2>CHSQ} <	30 %:	13
30 % >= Pr{X2>CHSQ} <	35 %:	6
35 % >= Pr{X2>CHSQ} <	40 %:	0
40 % >= Pr{X2>CHSQ} <	45 %:	0
45 % >= Pr{X2>CHSQ} <	50 %:	0
50 % >= Pr{X2>CHSQ} <	55 %:	1
55 % >= Pr{X2>CHSQ} <	60 %:	0
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	1
70 % >= Pr{X2>CHSQ} <	75 %:	0
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

2 POINTS  
0.79 % OF TOTAL POINTS

APPENDIX G  
RESULTS OF CHI SQUARE TEST FOR OH-6 DATA

There are ten tables presented in this appendix. To make it easier to find a particular table, the order of tables is explained here. They are the Chi Square results for: crosstrack position, altitude, crosstrack velocity, along-track velocity, vertical velocity, groundspeed, along path speed, angular error, altitude error, and angular position.

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: CROSSTRACK POSITION  
TOTAL POINTS: 255

0 % >= Pr{X2>CHSQ} <	5 %:	185
5 % >= Pr{X2>CHSQ} <	10 %:	15
10 % >= Pr{X2>CHSQ} <	15 %:	18
15 % >= Pr{X2>CHSQ} <	20 %:	7
20 % >= Pr{X2>CHSQ} <	25 %:	14
25 % >= Pr{X2>CHSQ} <	30 %:	0
30 % >= Pr{X2>CHSQ} <	35 %:	5
35 % >= Pr{X2>CHSQ} <	40 %:	0
40 % >= Pr{X2>CHSQ} <	45 %:	0
45 % >= Pr{X2>CHSQ} <	50 %:	9
50 % >= Pr{X2>CHSQ} <	55 %:	0
55 % >= Pr{X2>CHSQ} <	60 %:	0
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	0
70 % >= Pr{X2>CHSQ} <	75 %:	0
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		2

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

2 POINTS  
0.78 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: ALTITUDE  
TOTAL POINTS: 255

0 % >= Pr{X2>CHSQ} <	5 %:	185
5 % >= Pr{X2>CHSQ} <	10 %:	26
10 % >= Pr{X2>CHSQ} <	15 %:	8
15 % >= Pr{X2>CHSQ} <	20 %:	9
20 % >= Pr{X2>CHSQ} <	25 %:	13
25 % >= Pr{X2>CHSQ} <	30 %:	0
30 % >= Pr{X2>CHSQ} <	35 %:	4
35 % >= Pr{X2>CHSQ} <	40 %:	0
40 % >= Pr{X2>CHSQ} <	45 %:	0
45 % >= Pr{X2>CHSQ} <	50 %:	9
50 % >= Pr{X2>CHSQ} <	55 %:	0
55 % >= Pr{X2>CHSQ} <	60 %:	0
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	0
70 % >= Pr{X2>CHSQ} <	75 %:	0
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS  
0.39 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: CROSSTRACK VELOCITY  
TOTAL POINTS: 255

0 % >= Pr{X2>CHSQ} <	5 %:	178
5 % >= Pr{X2>CHSQ} <	10 %:	23
10 % >= Pr{X2>CHSQ} <	15 %:	11
15 % >= Pr{X2>CHSQ} <	20 %:	6
20 % >= Pr{X2>CHSQ} <	25 %:	21
25 % >= Pr{X2>CHSQ} <	30 %:	0
30 % >= Pr{X2>CHSQ} <	35 %:	3
35 % >= Pr{X2>CHSQ} <	40 %:	0
40 % >= Pr{X2>CHSQ} <	45 %:	0
45 % >= Pr{X2>CHSQ} <	50 %:	12
50 % >= Pr{X2>CHSQ} <	55 %:	0
55 % >= Pr{X2>CHSQ} <	60 %:	0
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	0
70 % >= Pr{X2>CHSQ} <	75 %:	0
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS  
0.39 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: ALONGTRACK VELOCITY  
TOTAL POINTS: 255

0 % >= Pr{X2>CHSQ} <	5 %: 179
5 % >= Pr{X2>CHSQ} <	10 %: 24
10 % >= Pr{X2>CHSQ} <	15 %: 7
15 % >= Pr{X2>CHSQ} <	20 %: 2
20 % >= Pr{X2>CHSQ} <	25 %: 17
25 % >= Pr{X2>CHSQ} <	30 %: 0
30 % >= Pr{X2>CHSQ} <	35 %: 8
35 % >= Pr{X2>CHSQ} <	40 %: 0
40 % >= Pr{X2>CHSQ} <	45 %: 0
45 % >= Pr{X2>CHSQ} <	50 %: 18
50 % >= Pr{X2>CHSQ} <	55 %: 0
55 % >= Pr{X2>CHSQ} <	60 %: 0
60 % >= Pr{X2>CHSQ} <	65 %: 0
65 % >= Pr{X2>CHSQ} <	70 %: 0
70 % >= Pr{X2>CHSQ} <	75 %: 0
75 % >= Pr{X2>CHSQ} <	80 %: 0
80 % >= Pr{X2>CHSQ} <	85 %: 0
85 % >= Pr{X2>CHSQ} <	90 %: 0
90 % >= Pr{X2>CHSQ} <	95 %: 0
95 % >= Pr{X2>CHSQ} <	100 %: 0
Pr{X2>CHSQ} = 100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS  
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: VERTICAL VELOCITY  
TOTAL POINTS: 255

0 % >= Pr{X2>CHSQ} <	5 %:	179
5 % >= Pr{X2>CHSQ} <	10 %:	23
10 % >= Pr{X2>CHSQ} <	15 %:	9
15 % >= Pr{X2>CHSQ} <	20 %:	5
20 % >= Pr{X2>CHSQ} <	25 %:	21
25 % >= Pr{X2>CHSQ} <	30 %:	0
30 % >= Pr{X2>CHSQ} <	35 %:	4
35 % >= Pr{X2>CHSQ} <	40 %:	0
40 % >= Pr{X2>CHSQ} <	45 %:	0
45 % >= Pr{X2>CHSQ} <	50 %:	14
50 % >= Pr{X2>CHSQ} <	55 %:	0
55 % >= Pr{X2>CHSQ} <	60 %:	0
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	0
70 % >= Pr{X2>CHSQ} <	75 %:	0
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS  
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: GROUNDSPEED  
TOTAL POINTS: 255

0 % >= Pr{X2>CHSQ}	<	5 %:	185
5 % >= Pr{X2>CHSQ}	<	10 %:	22
10 % >= Pr{X2>CHSQ}	<	15 %:	7
15 % >= Pr{X2>CHSQ}	<	20 %:	7
20 % >= Pr{X2>CHSQ}	<	25 %:	26
25 % >= Pr{X2>CHSQ}	<	30 %:	0
30 % >= Pr{X2>CHSQ}	<	35 %:	3
35 % >= Pr{X2>CHSQ}	<	40 %:	0
40 % >= Pr{X2>CHSQ}	<	45 %:	0
45 % >= Pr{X2>CHSQ}	<	50 %:	5
50 % >= Pr{X2>CHSQ}	<	55 %:	0
55 % >= Pr{X2>CHSQ}	<	60 %:	0
60 % >= Pr{X2>CHSQ}	<	65 %:	0
65 % >= Pr{X2>CHSQ}	<	70 %:	0
70 % >= Pr{X2>CHSQ}	<	75 %:	0
75 % >= Pr{X2>CHSQ}	<	80 %:	0
80 % >= Pr{X2>CHSQ}	<	85 %:	0
85 % >= Pr{X2>CHSQ}	<	90 %:	0
90 % >= Pr{X2>CHSQ}	<	95 %:	0
95 % >= Pr{X2>CHSQ}	<	100 %:	0
Pr{X2>CHSQ} = 100 %:			0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS  
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: ALONGPATH SPEED  
TOTAL POINTS: 255

0 % >= Pr{X2>CHSQ} <	5 %: 182
5 % >= Pr{X2>CHSQ} <	10 %: 23
10 % >= Pr{X2>CHSQ} <	15 %: 9
15 % >= Pr{X2>CHSQ} <	20 %: 5
20 % >= Pr{X2>CHSQ} <	25 %: 24
25 % >= Pr{X2>CHSQ} <	30 %: 0
30 % >= Pr{X2>CHSQ} <	35 %: 2
35 % >= Pr{X2>CHSQ} <	40 %: 0
40 % >= Pr{X2>CHSQ} <	45 %: 0
45 % >= Pr{X2>CHSQ} <	50 %: 10
50 % >= Pr{X2>CHSQ} <	55 %: 0
55 % >= Pr{X2>CHSQ} <	60 %: 0
60 % >= Pr{X2>CHSQ} <	65 %: 0
65 % >= Pr{X2>CHSQ} <	70 %: 0
70 % >= Pr{X2>CHSQ} <	75 %: 0
75 % >= Pr{X2>CHSQ} <	80 %: 0
80 % >= Pr{X2>CHSQ} <	85 %: 0
85 % >= Pr{X2>CHSQ} <	90 %: 0
90 % >= Pr{X2>CHSQ} <	95 %: 0
95 % >= Pr{X2>CHSQ} <	100 %: 0
Pr{X2>CHSQ} = 100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

0 POINTS  
0 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: ANGULAR ERROR  
TOTAL POINTS: 247

0 % >= Pr{X2>CHSQ}	<	5 %:	177
5 % >= Pr{X2>CHSQ}	<	10 %:	27
10 % >= Pr{X2>CHSQ}	<	15 %:	7
15 % >= Pr{X2>CHSQ}	<	20 %:	8
20 % >= Pr{X2>CHSQ}	<	25 %:	13
25 % >= Pr{X2>CHSQ}	<	30 %:	0
30 % >= Pr{X2>CHSQ}	<	35 %:	5
35 % >= Pr{X2>CHSQ}	<	40 %:	0
40 % >= Pr{X2>CHSQ}	<	45 %:	0
45 % >= Pr{X2>CHSQ}	<	50 %:	9
50 % >= Pr{X2>CHSQ}	<	55 %:	0
55 % >= Pr{X2>CHSQ}	<	60 %:	0
60 % >= Pr{X2>CHSQ}	<	65 %:	0
65 % >= Pr{X2>CHSQ}	<	70 %:	0
70 % >= Pr{X2>CHSQ}	<	75 %:	0
75 % >= Pr{X2>CHSQ}	<	80 %:	0
80 % >= Pr{X2>CHSQ}	<	85 %:	0
85 % >= Pr{X2>CHSQ}	<	90 %:	0
90 % >= Pr{X2>CHSQ}	<	95 %:	0
95 % >= Pr{X2>CHSQ}	<	100 %:	0
Pr{X2>CHSQ} = 100 %:			1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS  
0.4 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: ALTITUDE ERROR  
TOTAL POINTS: 255

0 % >= Pr{X2>CHSQ} <	5 %:	185
5 % >= Pr{X2>CHSQ} <	10 %:	26
10 % >= Pr{X2>CHSQ} <	15 %:	8
15 % >= Pr{X2>CHSQ} <	20 %:	9
20 % >= Pr{X2>CHSQ} <	25 %:	13
25 % >= Pr{X2>CHSQ} <	30 %:	0
30 % >= Pr{X2>CHSQ} <	35 %:	4
35 % >= Pr{X2>CHSQ} <	40 %:	0
40 % >= Pr{X2>CHSQ} <	45 %:	0
45 % >= Pr{X2>CHSQ} <	50 %:	9
50 % >= Pr{X2>CHSQ} <	55 %:	0
55 % >= Pr{X2>CHSQ} <	60 %:	0
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	0
70 % >= Pr{X2>CHSQ} <	75 %:	0
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS  
0.39 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: OH6  
PARAMETER EVALUATED: ANGULAR POSITION  
TOTAL POINTS: 247

0 % >= Pr{X2>CHSQ} <	5 %:	177
5 % >= Pr{X2>CHSQ} <	10 %:	27
10 % >= Pr{X2>CHSQ} <	15 %:	7
15 % >= Pr{X2>CHSQ} <	20 %:	8
20 % >= Pr{X2>CHSQ} <	25 %:	13
25 % >= Pr{X2>CHSQ} <	30 %:	0
30 % >= Pr{X2>CHSQ} <	35 %:	5
35 % >= Pr{X2>CHSQ} <	40 %:	0
40 % >= Pr{X2>CHSQ} <	45 %:	0
45 % >= Pr{X2>CHSQ} <	50 %:	9
50 % >= Pr{X2>CHSQ} <	55 %:	0
55 % >= Pr{X2>CHSQ} <	60 %:	0
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	0
70 % >= Pr{X2>CHSQ} <	75 %:	0
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

1 POINTS  
0.40 % OF TOTAL POINTS

**APPENDIX H**

**RESULTS OF CHI SQUARE TEST FOR ALL AIRCRAFT DATA**

There are ten tables presented in this appendix. To make it easier to find a particular table, the order of tables is explained here. They are the Chi Square results for: crosstrack position, altitude, crosstrack velocity, along-track velocity, vertical velocity, groundspeed, along path speed, angular error, altitude error, and angular position.

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: CROSSTRACK POSITION  
TOTAL POINTS: 802

0 % >= Pr{X2>CHSQ} <	5 %:	527
5 % >= Pr{X2>CHSQ} <	10 %:	78
10 % >= Pr{X2>CHSQ} <	15 %:	39
15 % >= Pr{X2>CHSQ} <	20 %:	33
20 % >= Pr{X2>CHSQ} <	25 %:	32
25 % >= Pr{X2>CHSQ} <	30 %:	15
30 % >= Pr{X2>CHSQ} <	35 %:	12
35 % >= Pr{X2>CHSQ} <	40 %:	4
40 % >= Pr{X2>CHSQ} <	45 %:	8
45 % >= Pr{X2>CHSQ} <	50 %:	13
50 % >= Pr{X2>CHSQ} <	55 %:	6
55 % >= Pr{X2>CHSQ} <	60 %:	11
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	1
70 % >= Pr{X2>CHSQ} <	75 %:	5
75 % >= Pr{X2>CHSQ} <	80 %:	3
80 % >= Pr{X2>CHSQ} <	85 %:	6
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	6
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		3

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

41 POINTS  
5.11 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: ALTITUDE  
TOTAL POINTS: 802

0 % >= Pr{X2>CHSQ} <	5 %:	524
5 % >= Pr{X2>CHSQ} <	10 %:	74
10 % >= Pr{X2>CHSQ} <	15 %:	46
15 % >= Pr{X2>CHSQ} <	20 %:	48
20 % >= Pr{X2>CHSQ} <	25 %:	28
25 % >= Pr{X2>CHSQ} <	30 %:	18
30 % >= Pr{X2>CHSQ} <	35 %:	15
35 % >= Pr{X2>CHSQ} <	40 %:	7
40 % >= Pr{X2>CHSQ} <	45 %:	4
45 % >= Pr{X2>CHSQ} <	50 %:	19
50 % >= Pr{X2>CHSQ} <	55 %:	2
55 % >= Pr{X2>CHSQ} <	60 %:	5
60 % >= Pr{X2>CHSQ} <	65 %:	2
65 % >= Pr{X2>CHSQ} <	70 %:	4
70 % >= Pr{X2>CHSQ} <	75 %:	3
75 % >= Pr{X2>CHSQ} <	80 %:	1
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	1
Pr{X2>CHSQ} = 100 %:		1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

19 POINTS  
2.37 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: CROSSTRACK VELOCITY  
TOTAL POINTS: 802

0 % >= Pr{X2>CHSQ} <	5 %:	499
5 % >= Pr{X2>CHSQ} <	10 %:	72
10 % >= Pr{X2>CHSQ} <	15 %:	40
15 % >= Pr{X2>CHSQ} <	20 %:	27
20 % >= Pr{X2>CHSQ} <	25 %:	37
25 % >= Pr{X2>CHSQ} <	30 %:	17
30 % >= Pr{X2>CHSQ} <	35 %:	27
35 % >= Pr{X2>CHSQ} <	40 %:	13
40 % >= Pr{X2>CHSQ} <	45 %:	7
45 % >= Pr{X2>CHSQ} <	50 %:	22
50 % >= Pr{X2>CHSQ} <	55 %:	1
55 % >= Pr{X2>CHSQ} <	60 %:	12
60 % >= Pr{X2>CHSQ} <	65 %:	3
65 % >= Pr{X2>CHSQ} <	70 %:	10
70 % >= Pr{X2>CHSQ} <	75 %:	2
75 % >= Pr{X2>CHSQ} <	80 %:	1
80 % >= Pr{X2>CHSQ} <	85 %:	6
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	3
95 % >= Pr{X2>CHSQ} <	100 %:	2
Pr{X2>CHSQ} = 100 %:		1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

41 POINTS  
5.11 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: ALONGTRACK VELOCITY  
TOTAL POINTS: 802

0 % >= Pr{X2>CHSQ} <	5 %: 522
5 % >= Pr{X2>CHSQ} <	10 %: 83
10 % >= Pr{X2>CHSQ} <	15 %: 41
15 % >= Pr{X2>CHSQ} <	20 %: 34
20 % >= Pr{X2>CHSQ} <	25 %: 32
25 % >= Pr{X2>CHSQ} <	30 %: 18
30 % >= Pr{X2>CHSQ} <	35 %: 21
35 % >= Pr{X2>CHSQ} <	40 %: 6
40 % >= Pr{X2>CHSQ} <	45 %: 8
45 % >= Pr{X2>CHSQ} <	50 %: 25
50 % >= Pr{X2>CHSQ} <	55 %: 2
55 % >= Pr{X2>CHSQ} <	60 %: 5
60 % >= Pr{X2>CHSQ} <	65 %: 0
65 % >= Pr{X2>CHSQ} <	70 %: 3
70 % >= Pr{X2>CHSQ} <	75 %: 0
75 % >= Pr{X2>CHSQ} <	80 %: 0
80 % >= Pr{X2>CHSQ} <	85 %: 2
85 % >= Pr{X2>CHSQ} <	90 %: 0
90 % >= Pr{X2>CHSQ} <	95 %: 0
95 % >= Pr{X2>CHSQ} <	100 %: 0
Pr{X2>CHSQ} = 100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

12 POINTS  
1.50 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: VERTICAL VELOCITY  
TOTAL POINTS: 802

0 % >= Pr{X2>CHSQ} <	5 %:	509
5 % >= Pr{X2>CHSQ} <	10 %:	72
10 % >= Pr{X2>CHSQ} <	15 %:	43
15 % >= Pr{X2>CHSQ} <	20 %:	22
20 % >= Pr{X2>CHSQ} <	25 %:	46
25 % >= Pr{X2>CHSQ} <	30 %:	20
30 % >= Pr{X2>CHSQ} <	35 %:	32
35 % >= Pr{X2>CHSQ} <	40 %:	10
40 % >= Pr{X2>CHSQ} <	45 %:	3
45 % >= Pr{X2>CHSQ} <	50 %:	22
50 % >= Pr{X2>CHSQ} <	55 %:	6
55 % >= Pr{X2>CHSQ} <	60 %:	9
60 % >= Pr{X2>CHSQ} <	65 %:	2
65 % >= Pr{X2>CHSQ} <	70 %:	4
70 % >= Pr{X2>CHSQ} <	75 %:	0
75 % >= Pr{X2>CHSQ} <	80 %:	0
80 % >= Pr{X2>CHSQ} <	85 %:	1
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

23 POINTS  
2.87 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: GROUNDSPEED  
TOTAL POINTS: 802

0 % >= Pr{X2>CHSQ} <	5 %: 528
5 % >= Pr{X2>CHSQ} <	10 %: 67
10 % >= Pr{X2>CHSQ} <	15 %: 29
15 % >= Pr{X2>CHSQ} <	20 %: 35
20 % >= Pr{X2>CHSQ} <	25 %: 46
25 % >= Pr{X2>CHSQ} <	30 %: 14
30 % >= Pr{X2>CHSQ} <	35 %: 17
35 % >= Pr{X2>CHSQ} <	40 %: 6
40 % >= Pr{X2>CHSQ} <	45 %: 11
45 % >= Pr{X2>CHSQ} <	50 %: 15
50 % >= Pr{X2>CHSQ} <	55 %: 0
55 % >= Pr{X2>CHSQ} <	60 %: 10
60 % >= Pr{X2>CHSQ} <	65 %: 2
65 % >= Pr{X2>CHSQ} <	70 %: 11
70 % >= Pr{X2>CHSQ} <	75 %: 3
75 % >= Pr{X2>CHSQ} <	80 %: 1
80 % >= Pr{X2>CHSQ} <	85 %: 3
85 % >= Pr{X2>CHSQ} <	90 %: 0
90 % >= Pr{X2>CHSQ} <	95 %: 4
95 % >= Pr{X2>CHSQ} <	100 %: 0
Pr{X2>CHSQ} = 100 %:	0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

34 POINTS  
4.24 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: ALONGPATH SPEED  
TOTAL POINTS: 802

0 % >= Pr{X2>CHSQ} <	5 %:	521
5 % >= Pr{X2>CHSQ} <	10 %:	75
10 % >= Pr{X2>CHSQ} <	15 %:	35
15 % >= Pr{X2>CHSQ} <	20 %:	38
20 % >= Pr{X2>CHSQ} <	25 %:	34
25 % >= Pr{X2>CHSQ} <	30 %:	14
30 % >= Pr{X2>CHSQ} <	35 %:	17
35 % >= Pr{X2>CHSQ} <	40 %:	9
40 % >= Pr{X2>CHSQ} <	45 %:	9
45 % >= Pr{X2>CHSQ} <	50 %:	20
50 % >= Pr{X2>CHSQ} <	55 %:	2
55 % >= Pr{X2>CHSQ} <	60 %:	12
60 % >= Pr{X2>CHSQ} <	65 %:	0
65 % >= Pr{X2>CHSQ} <	70 %:	5
70 % >= Pr{X2>CHSQ} <	75 %:	4
75 % >= Pr{X2>CHSQ} <	80 %:	2
80 % >= Pr{X2>CHSQ} <	85 %:	3
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	2
95 % >= Pr{X2>CHSQ} <	100 %:	0
Pr{X2>CHSQ} = 100 %:		0

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

50 POINTS  
6.23 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL

PARAMETER EVALUATED: ANGULAR ERROR  
TOTAL POINTS: 778

0 % >= Pr{X2>CHSQ} <	5 %:	504
5 % >= Pr{X2>CHSQ} <	10 %:	72
10 % >= Pr{X2>CHSQ} <	15 %:	47
15 % >= Pr{X2>CHSQ} <	20 %:	45
20 % >= Pr{X2>CHSQ} <	25 %:	30
25 % >= Pr{X2>CHSQ} <	30 %:	21
30 % >= Pr{X2>CHSQ} <	35 %:	15
35 % >= Pr{X2>CHSQ} <	40 %:	6
40 % >= Pr{X2>CHSQ} <	45 %:	4
45 % >= Pr{X2>CHSQ} <	50 %:	19
50 % >= Pr{X2>CHSQ} <	55 %:	1
55 % >= Pr{X2>CHSQ} <	60 %:	3
60 % >= Pr{X2>CHSQ} <	65 %:	1
65 % >= Pr{X2>CHSQ} <	70 %:	5
70 % >= Pr{X2>CHSQ} <	75 %:	2
75 % >= Pr{X2>CHSQ} <	80 %:	1
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	1
Pr{X2>CHSQ} = 100 %:		1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

15 POINTS  
1.93 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: ALTITUDE ERROR  
TOTAL POINTS: 802

0 % >= Pr{X2>CHSQ} <	5 %:	524
5 % >= Pr{X2>CHSQ} <	10 %:	72
10 % >= Pr{X2>CHSQ} <	15 %:	46
15 % >= Pr{X2>CHSQ} <	20 %:	50
20 % >= Pr{X2>CHSQ} <	25 %:	28
25 % >= Pr{X2>CHSQ} <	30 %:	18
30 % >= Pr{X2>CHSQ} <	35 %:	15
35 % >= Pr{X2>CHSQ} <	40 %:	7
40 % >= Pr{X2>CHSQ} <	45 %:	4
45 % >= Pr{X2>CHSQ} <	50 %:	19
50 % >= Pr{X2>CHSQ} <	55 %:	2
55 % >= Pr{X2>CHSQ} <	60 %:	6
60 % >= Pr{X2>CHSQ} <	65 %:	2
65 % >= Pr{X2>CHSQ} <	70 %:	4
70 % >= Pr{X2>CHSQ} <	75 %:	2
75 % >= Pr{X2>CHSQ} <	80 %:	1
80 % >= Pr{X2>CHSQ} <	85 %:	0
85 % >= Pr{X2>CHSQ} <	90 %:	0
90 % >= Pr{X2>CHSQ} <	95 %:	0
95 % >= Pr{X2>CHSQ} <	100 %:	1
Pr{X2>CHSQ} = 100 %:		1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

19 POINTS  
2.37 % OF TOTAL POINTS

CHI SQUARE GOODNESS OF FIT TEST

AIRCRAFT USED: ALL  
PARAMETER EVALUATED: ANGULAR POSITION  
TOTAL POINTS: 778

0 % >= Pr{X2>CHSQ} < 5 %:	504
5 % >= Pr{X2>CHSQ} < 10 %:	72
10 % >= Pr{X2>CHSQ} < 15 %:	47
15 % >= Pr{X2>CHSQ} < 20 %:	45
20 % >= Pr{X2>CHSQ} < 25 %:	30
25 % >= Pr{X2>CHSQ} < 30 %:	22
30 % >= Pr{X2>CHSQ} < 35 %:	15
35 % >= Pr{X2>CHSQ} < 40 %:	5
40 % >= Pr{X2>CHSQ} < 45 %:	3
45 % >= Pr{X2>CHSQ} < 50 %:	19
50 % >= Pr{X2>CHSQ} < 55 %:	1
55 % >= Pr{X2>CHSQ} < 60 %:	3
60 % >= Pr{X2>CHSQ} < 65 %:	1
65 % >= Pr{X2>CHSQ} < 70 %:	6
70 % >= Pr{X2>CHSQ} < 75 %:	2
75 % >= Pr{X2>CHSQ} < 80 %:	1
80 % >= Pr{X2>CHSQ} < 85 %:	0
85 % >= Pr{X2>CHSQ} < 90 %:	0
90 % >= Pr{X2>CHSQ} < 95 %:	0
95 % >= Pr{X2>CHSQ} < 100 %:	1
Pr{X2>CHSQ} = 100 %:	1

TEST POINTS WITH PROBABILITY OF NORMAL >= 50 % :

16 POINTS  
2.06 % OF TOTAL POINTS

APPENDIX I  
DISTRIBUTION COMPARISON PLOTS FOR UH-1 DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot, the order of the plots are explained here.

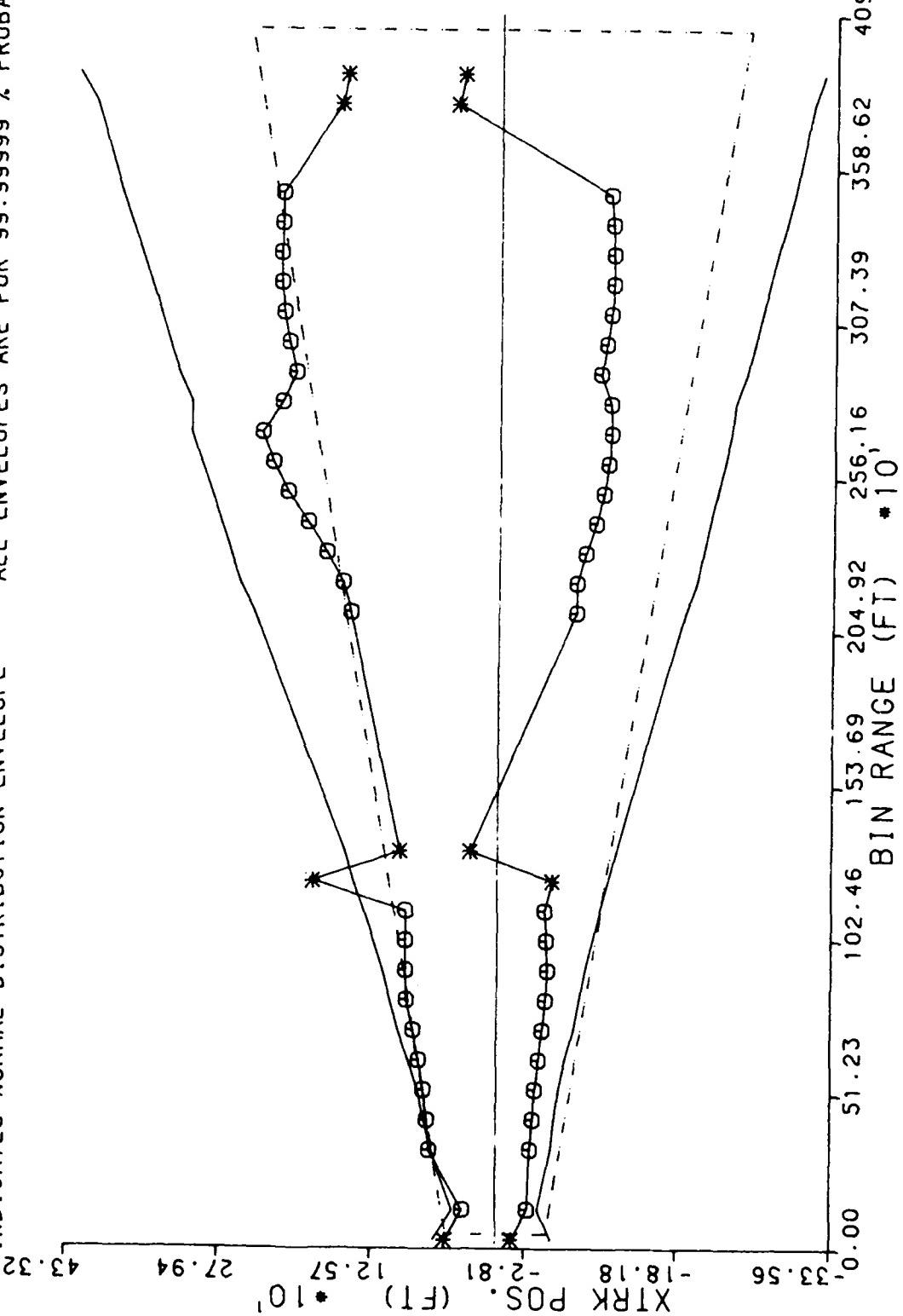
There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^{\circ}$ ,  $8.00^{\circ}$ , and  $10.00^{\circ}$  approaches. For departures they are:  $7.125^{\circ}$ ,  $10.00^{\circ}$ , and  $12.00^{\circ}$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

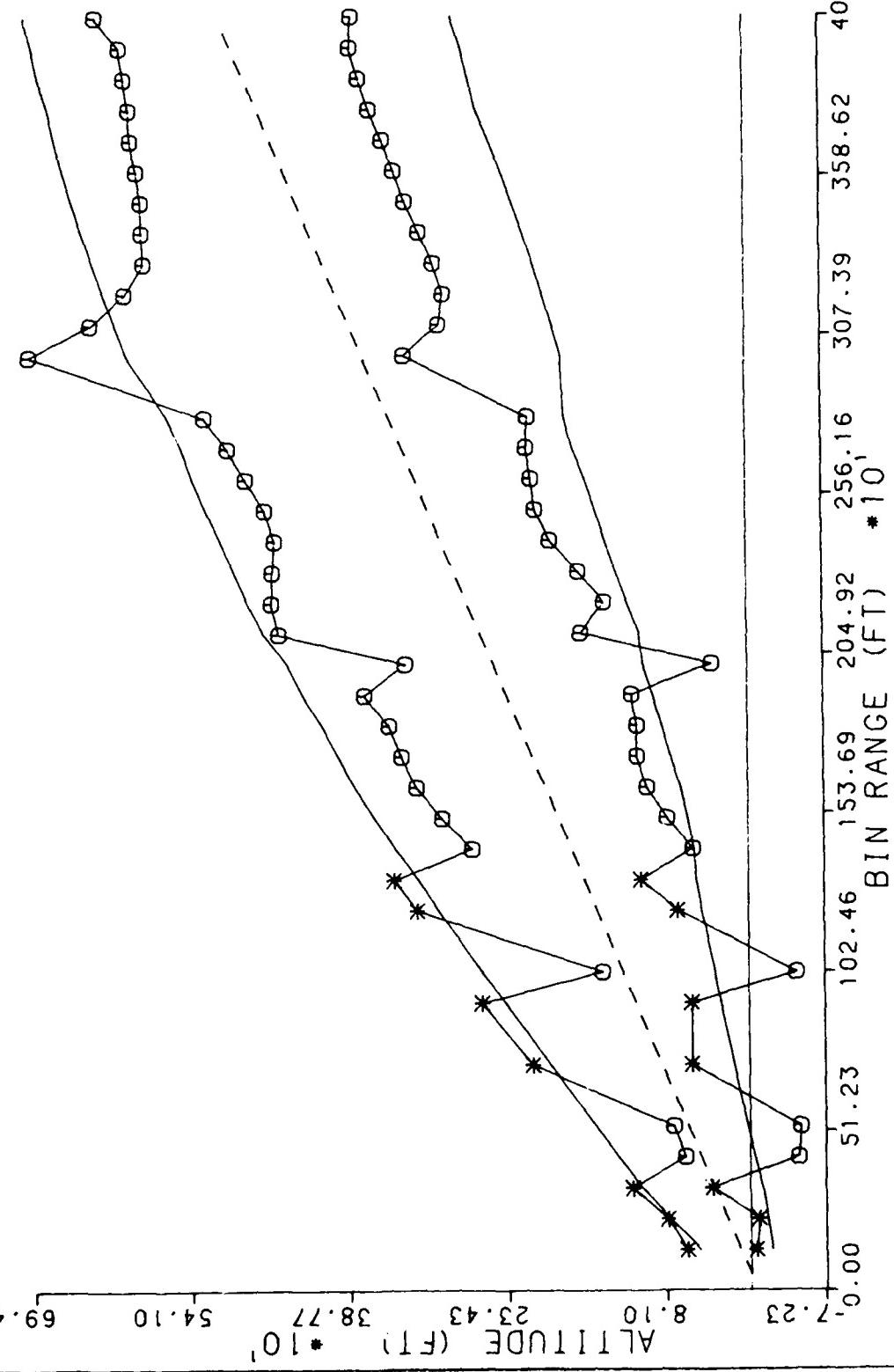
-- INDICATES FAA APPROACH SURFACE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS - UHI DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

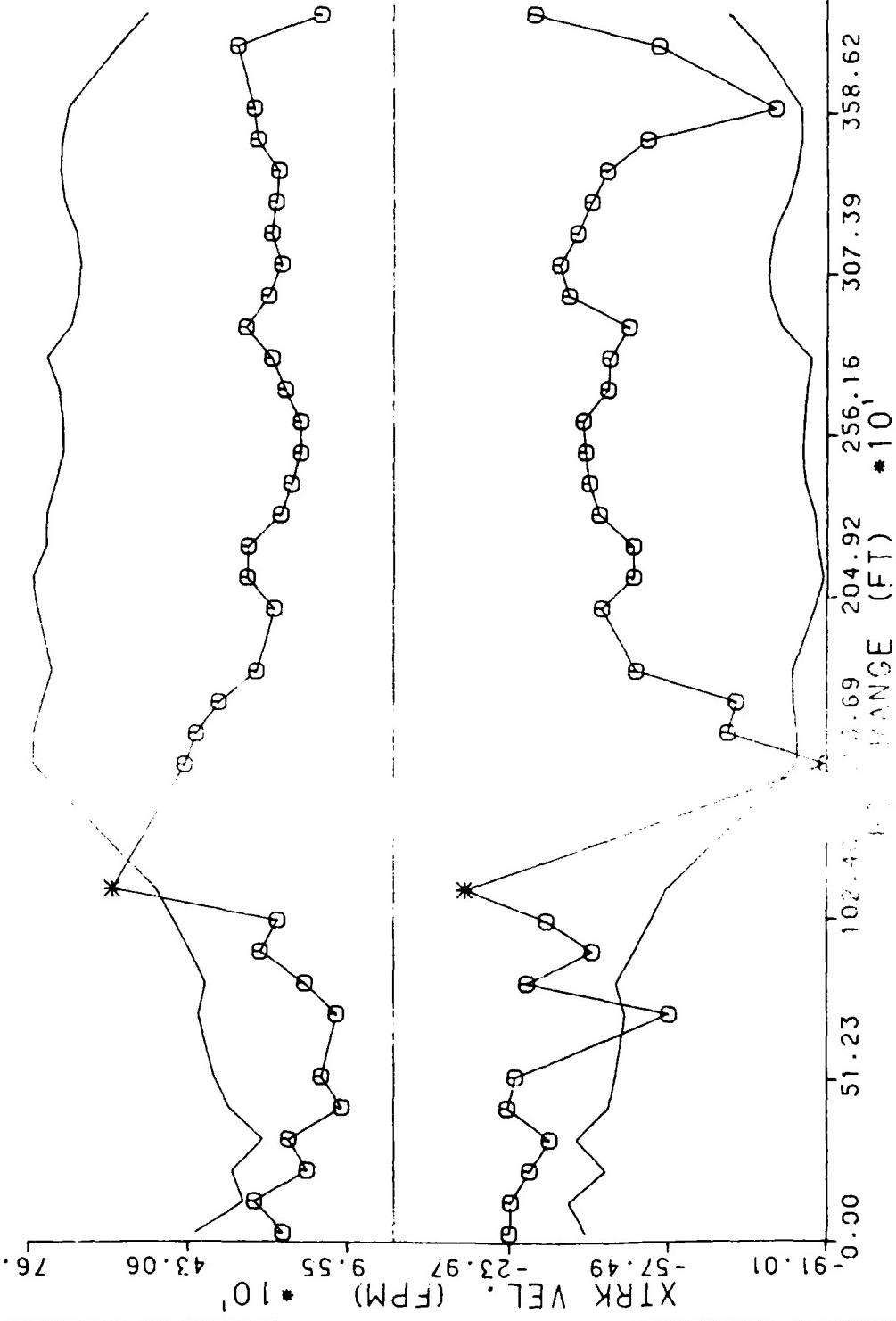
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS - DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACH  
 CROSS TRACK VELOCITY (FPM) VS. RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

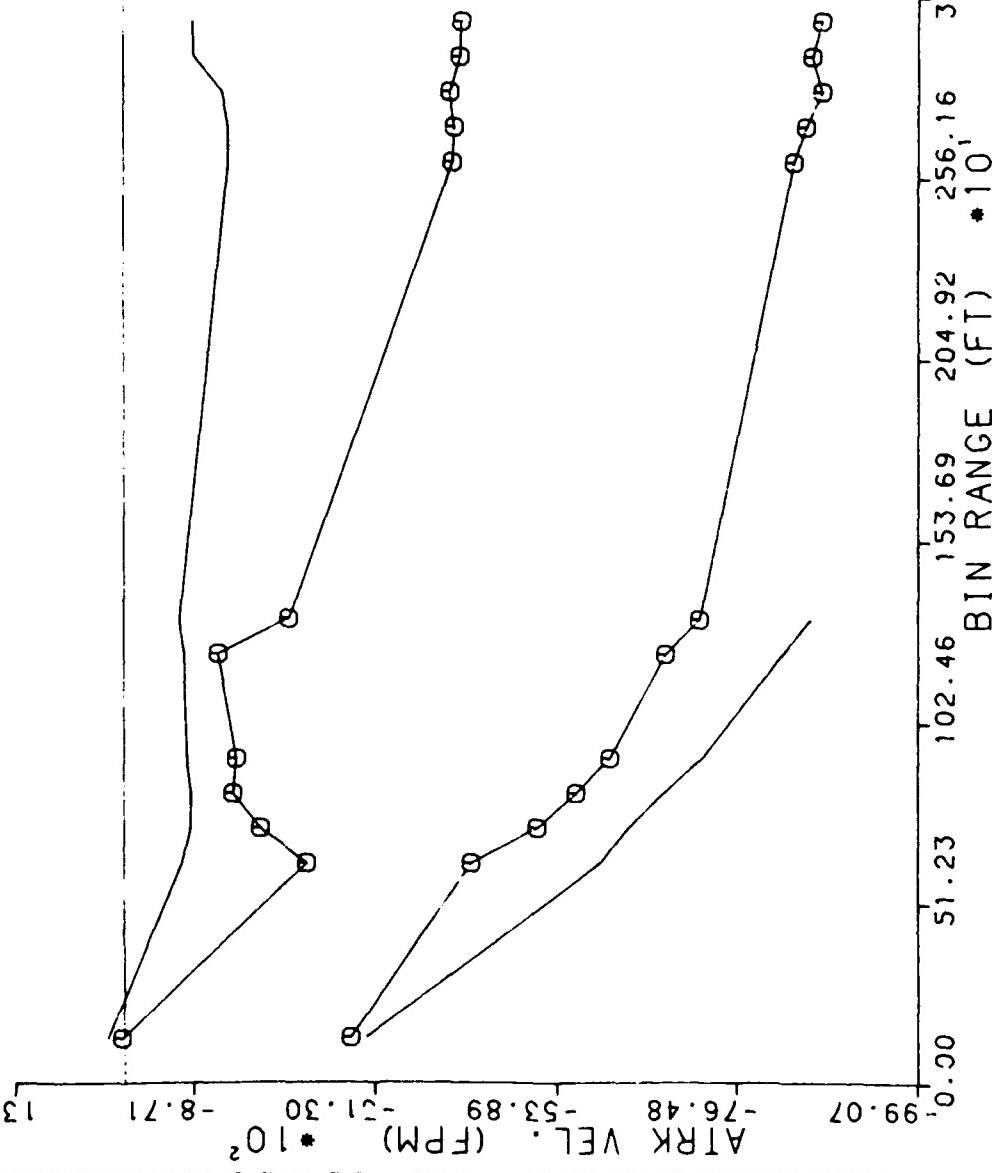
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 (\*) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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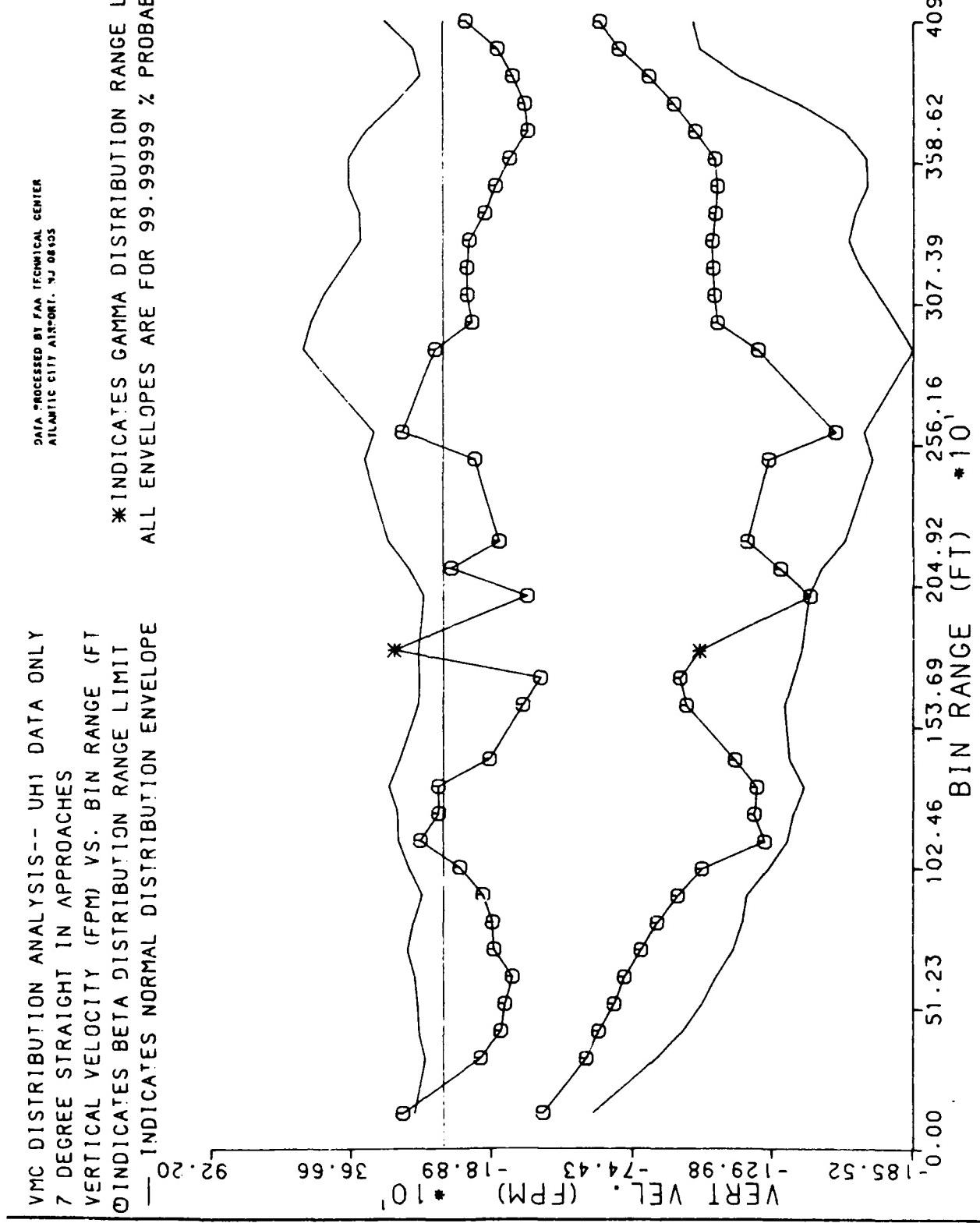
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08305

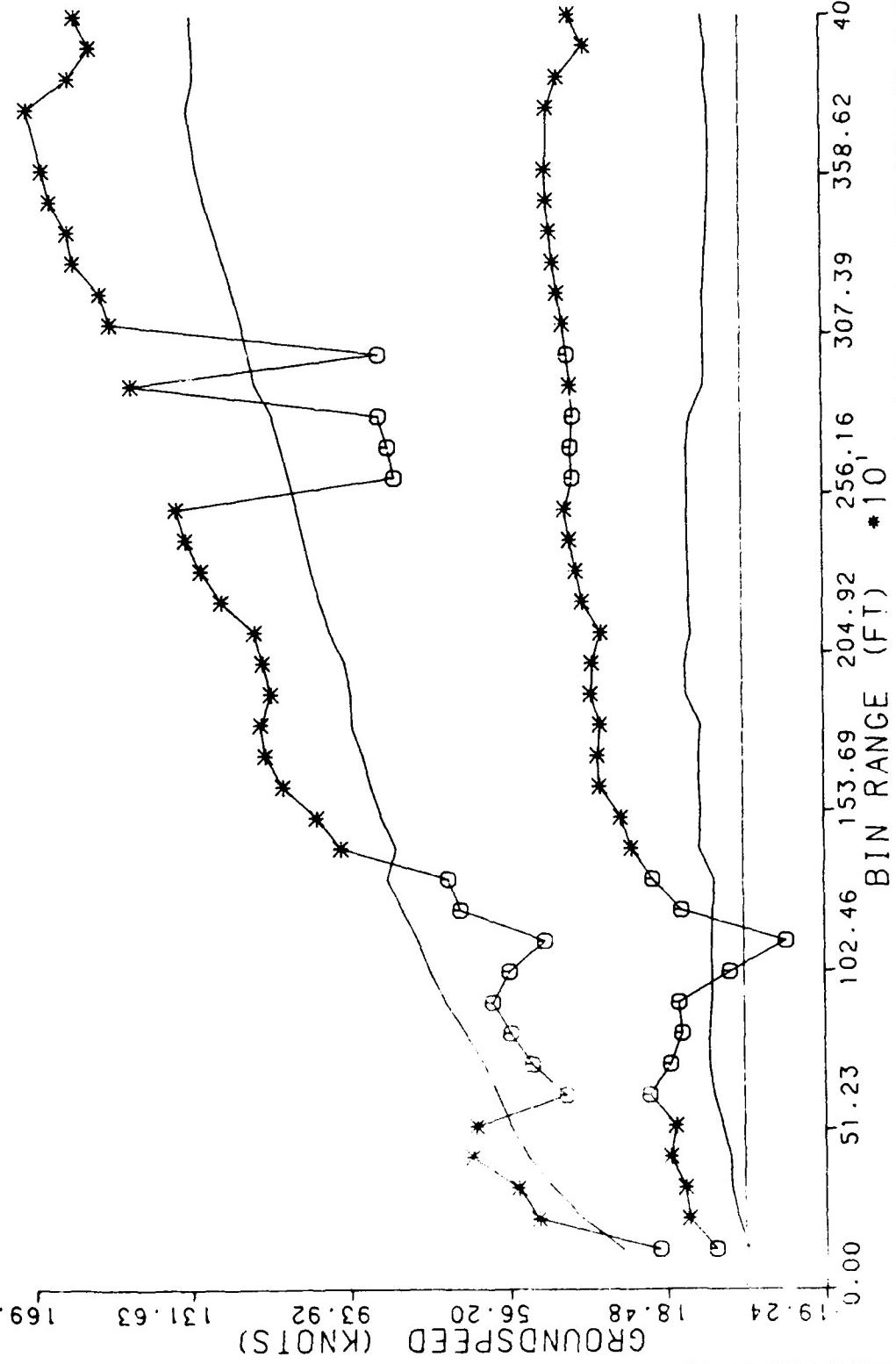
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS - UHI DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
○ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

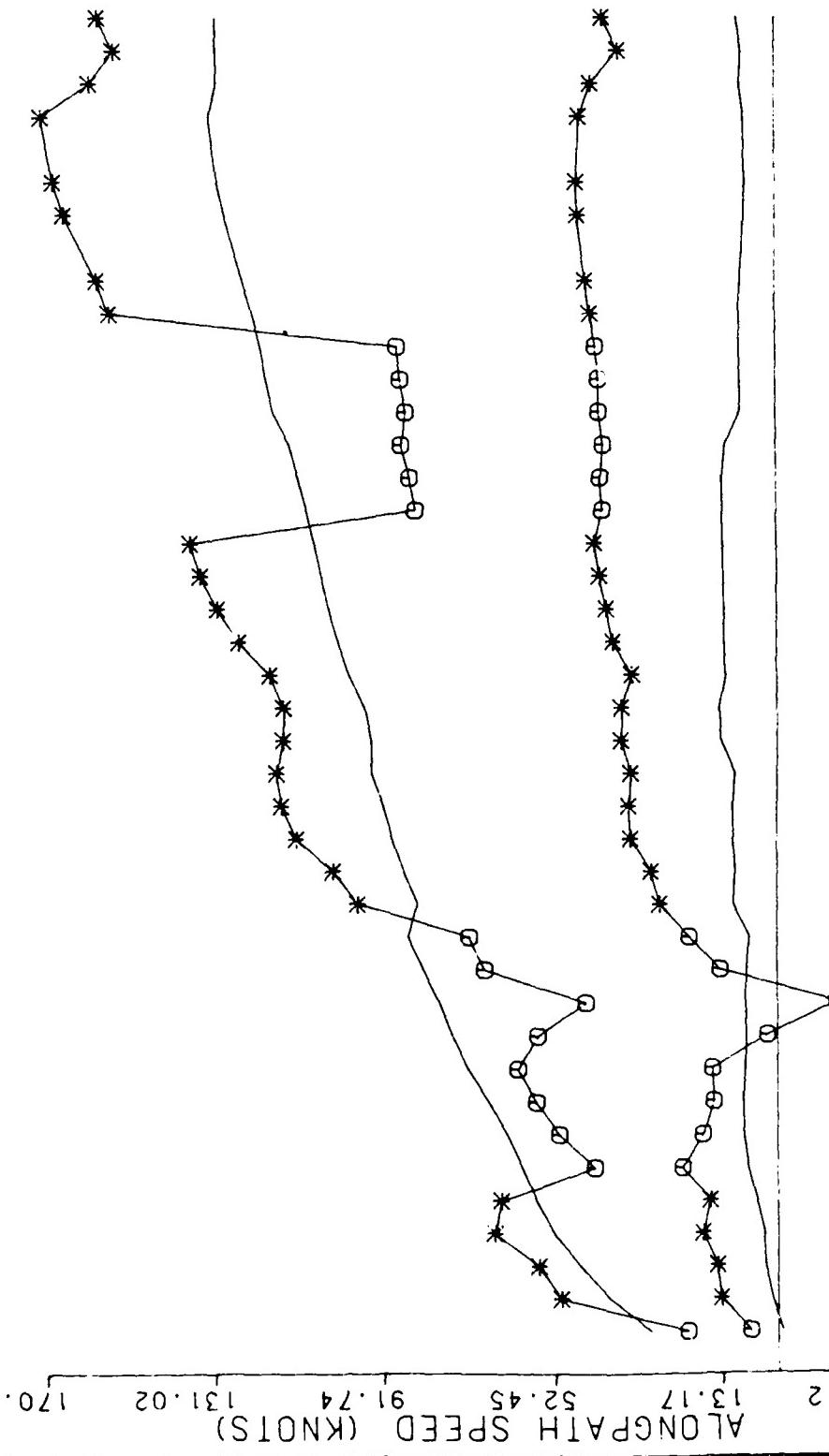
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS - UH1 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

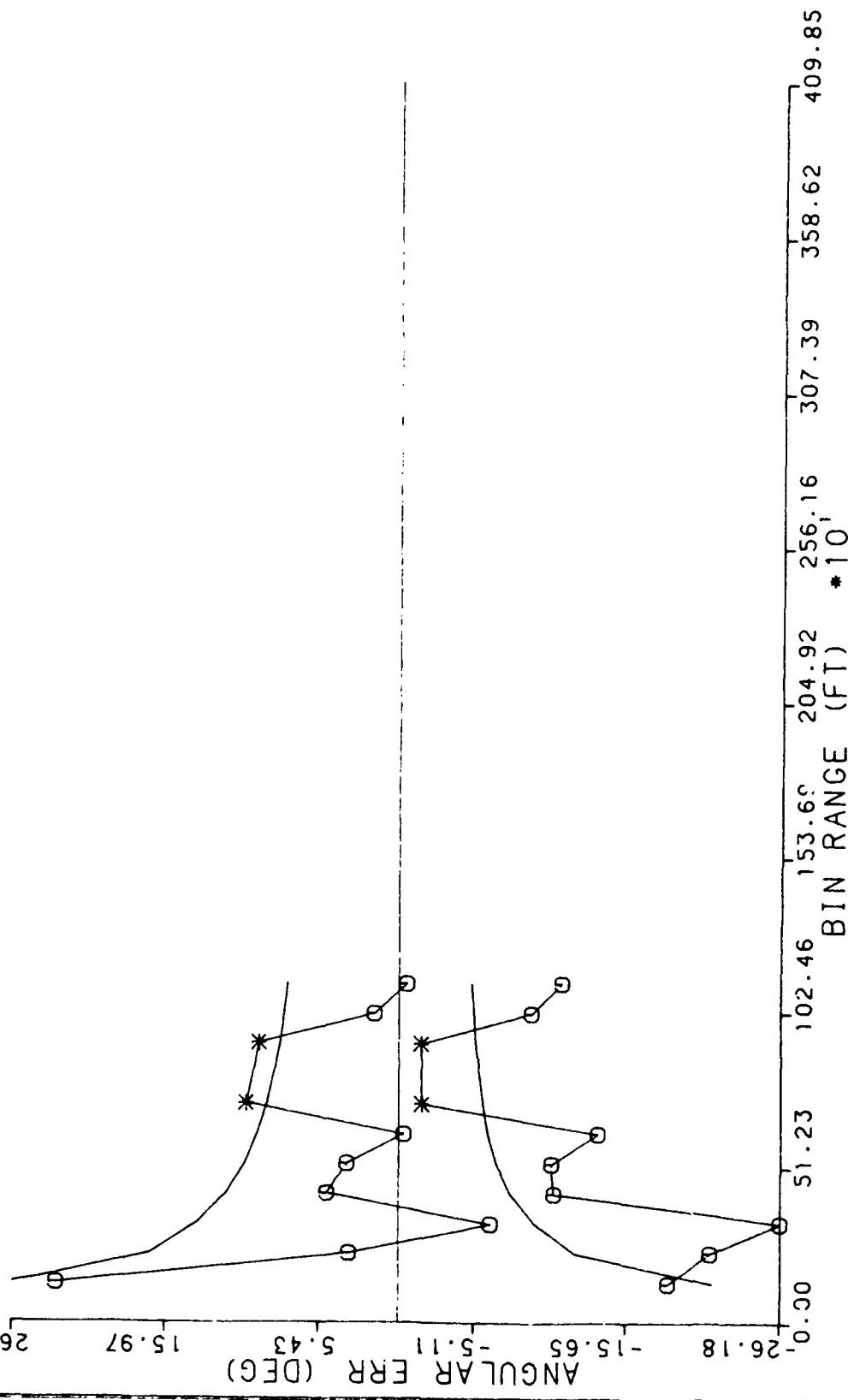
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 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

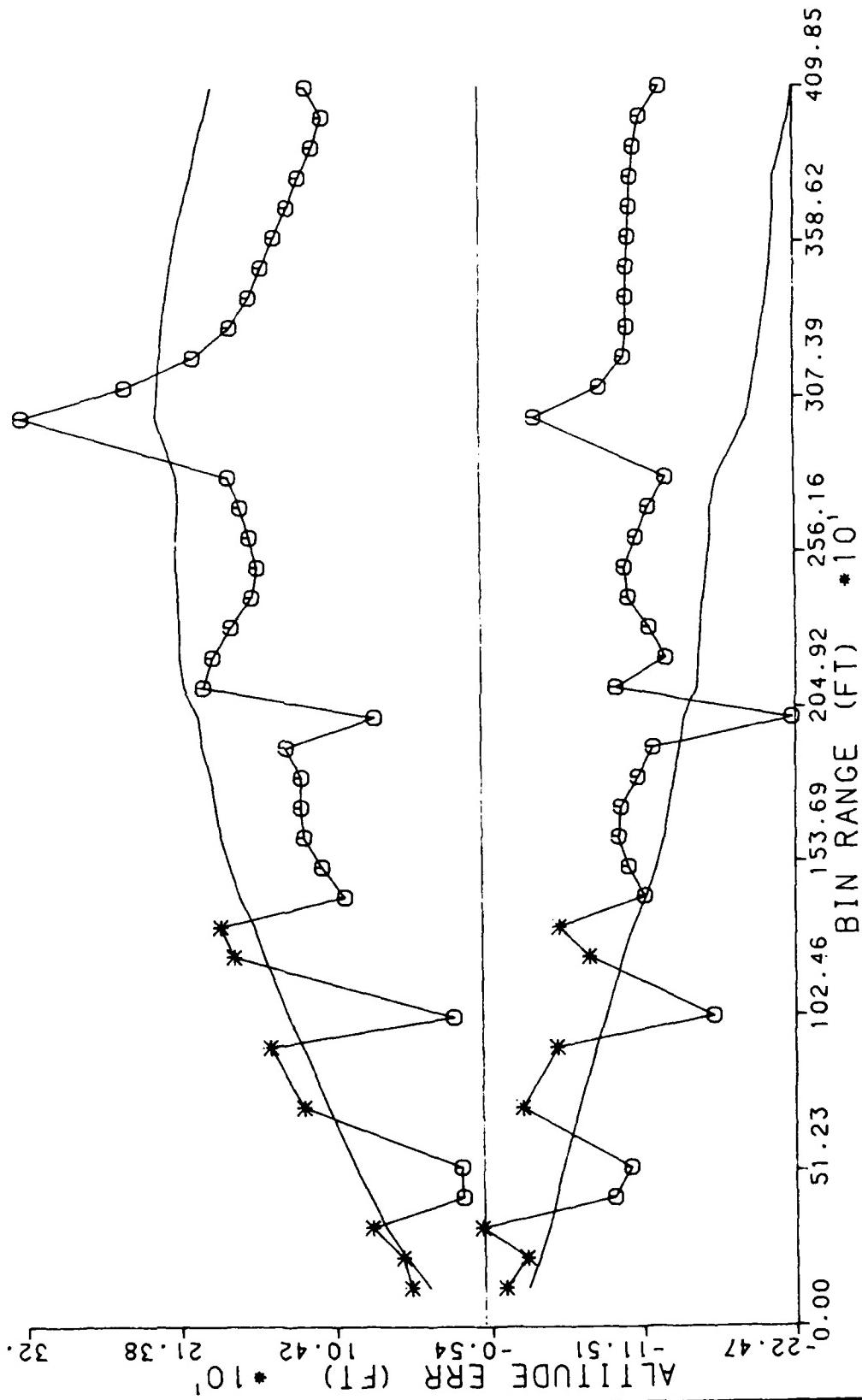
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08305

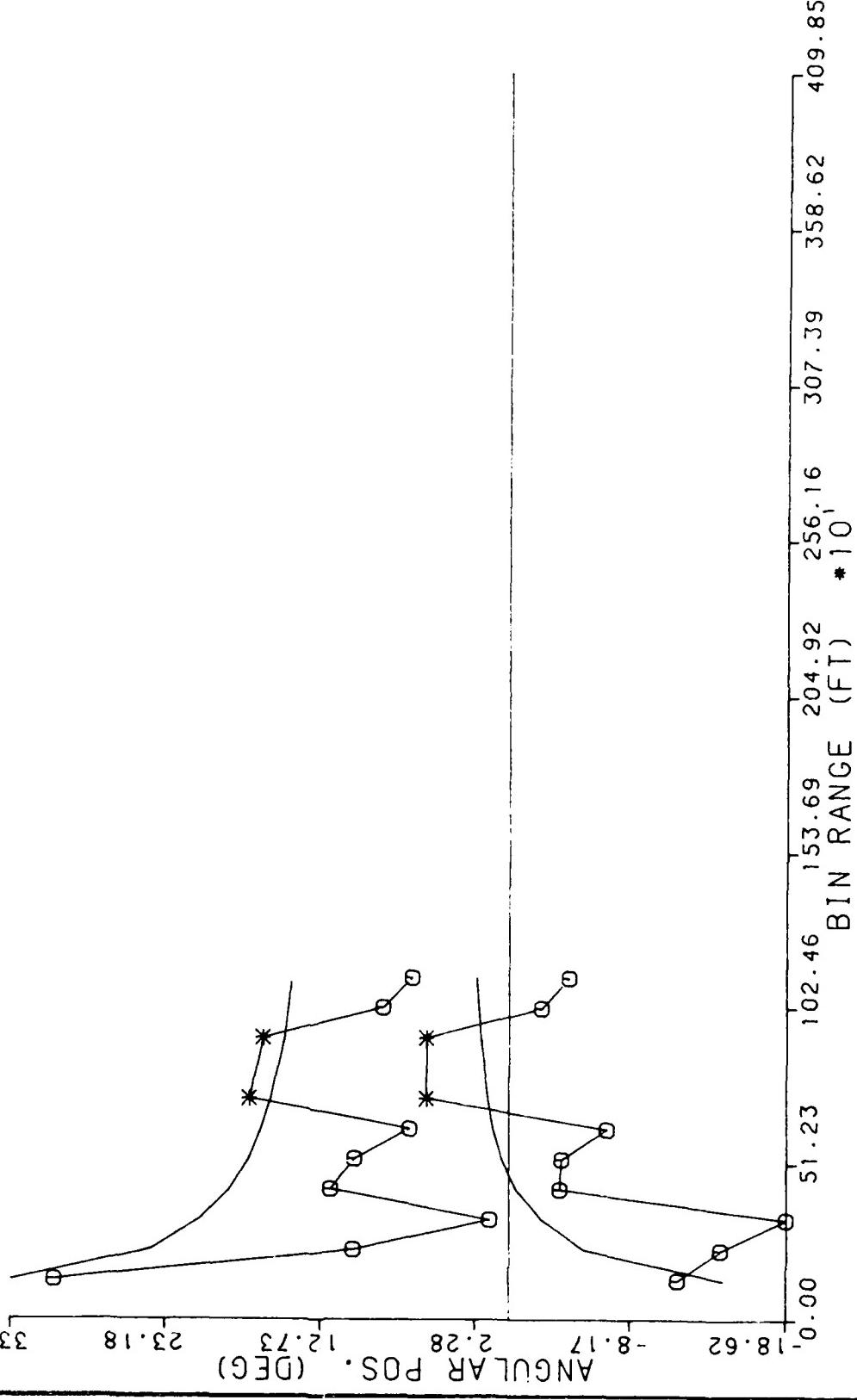
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

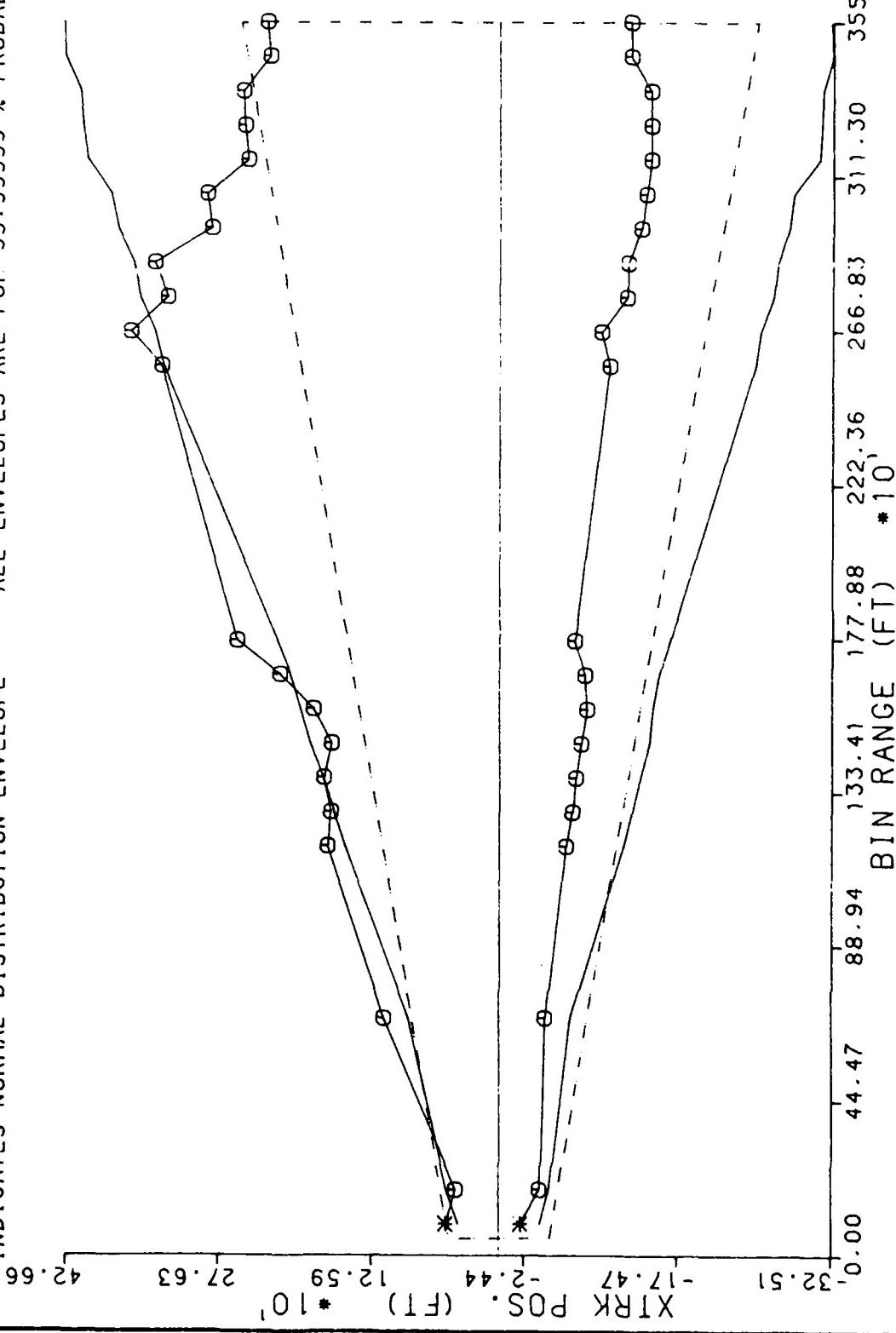
DATA PROCESSED AT FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRAK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

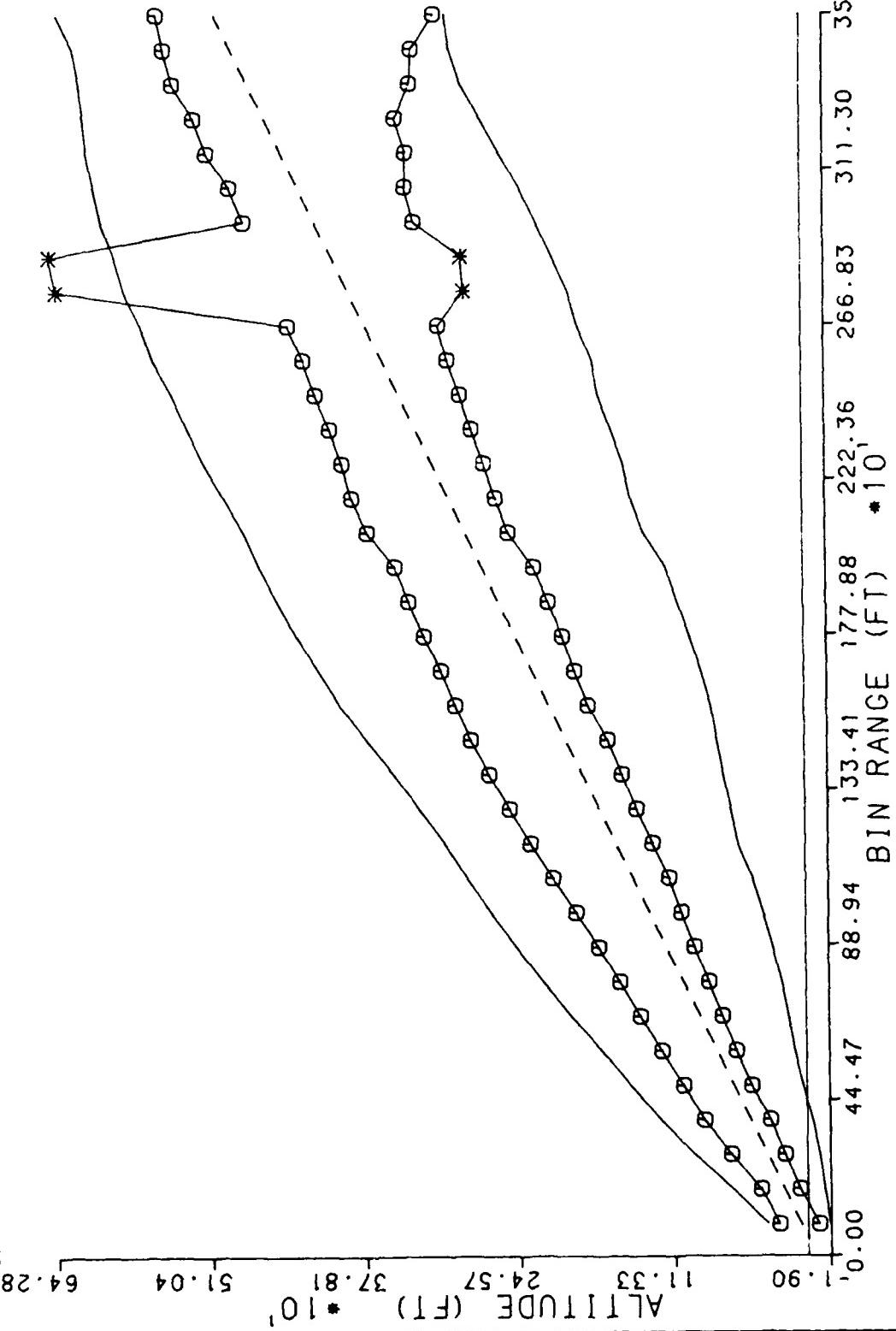
DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

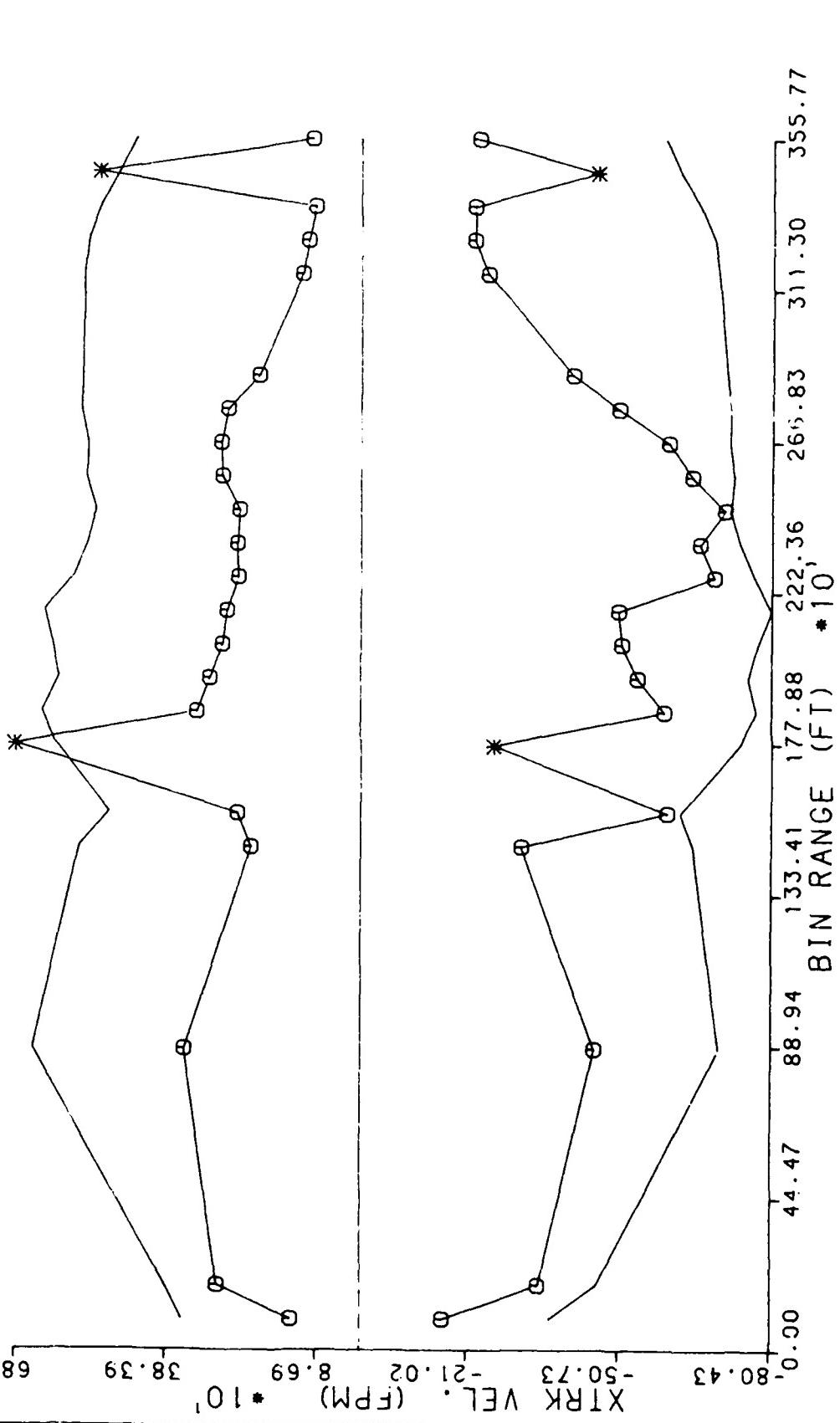
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

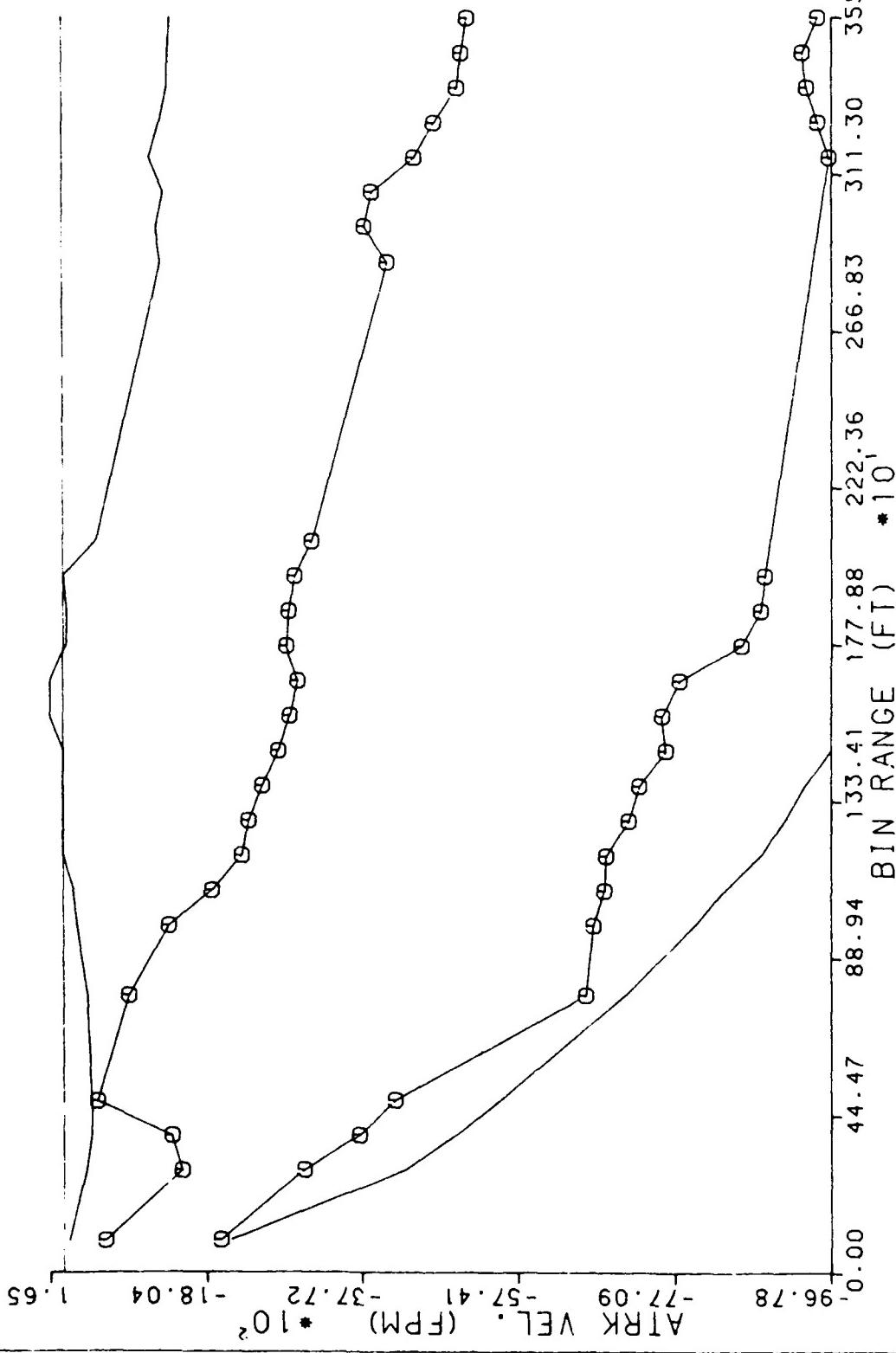
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAIRCHILD CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

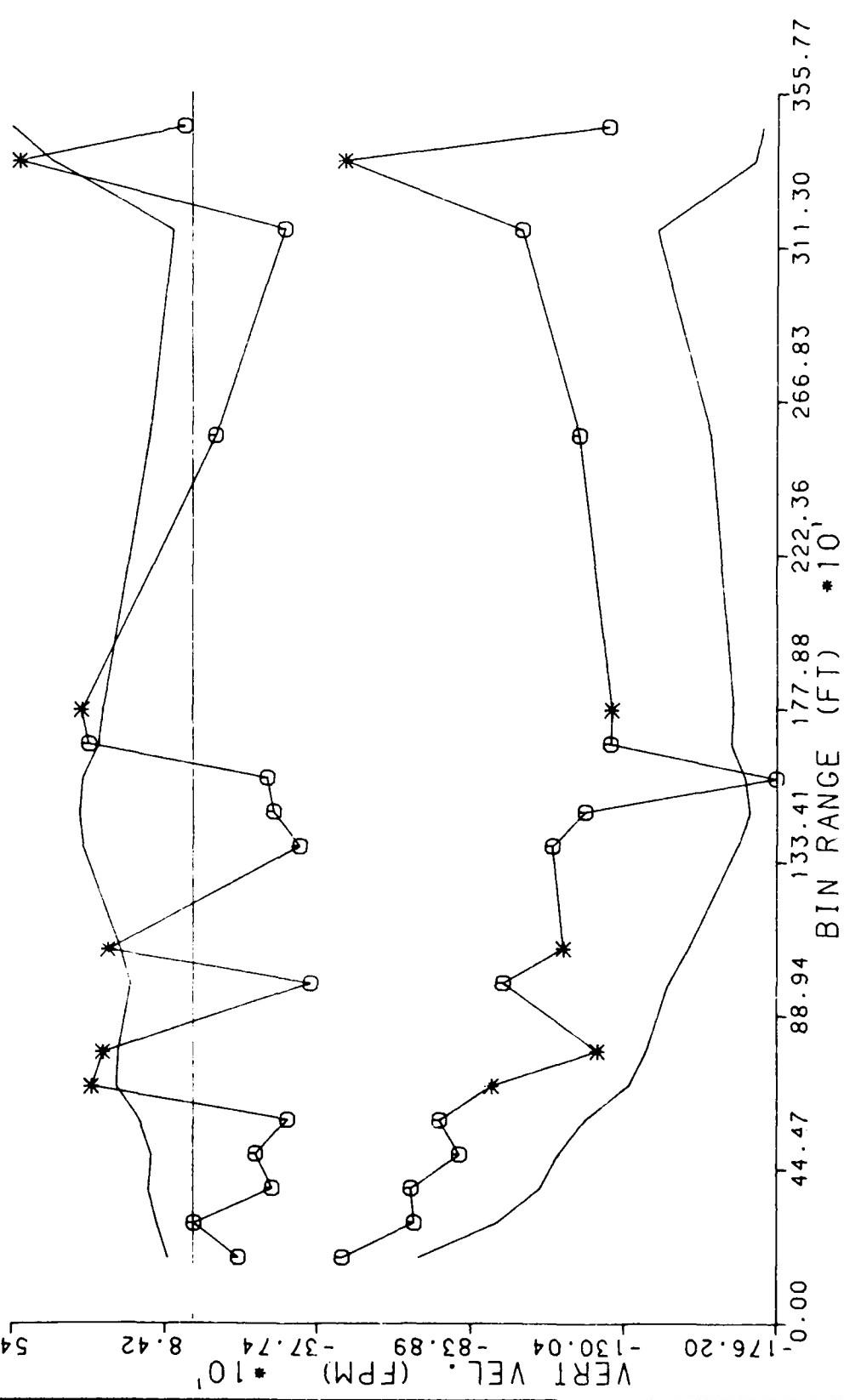
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

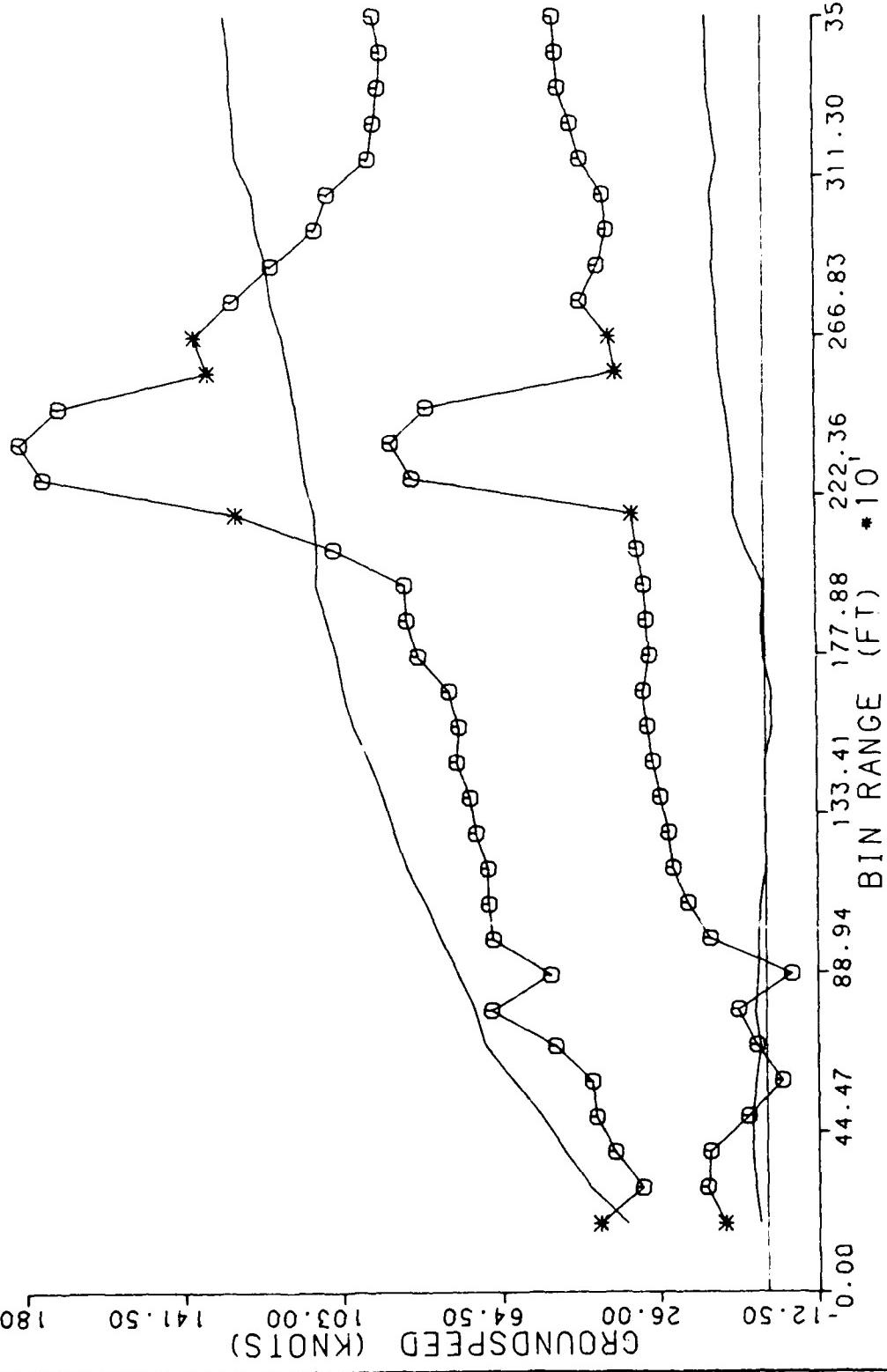
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

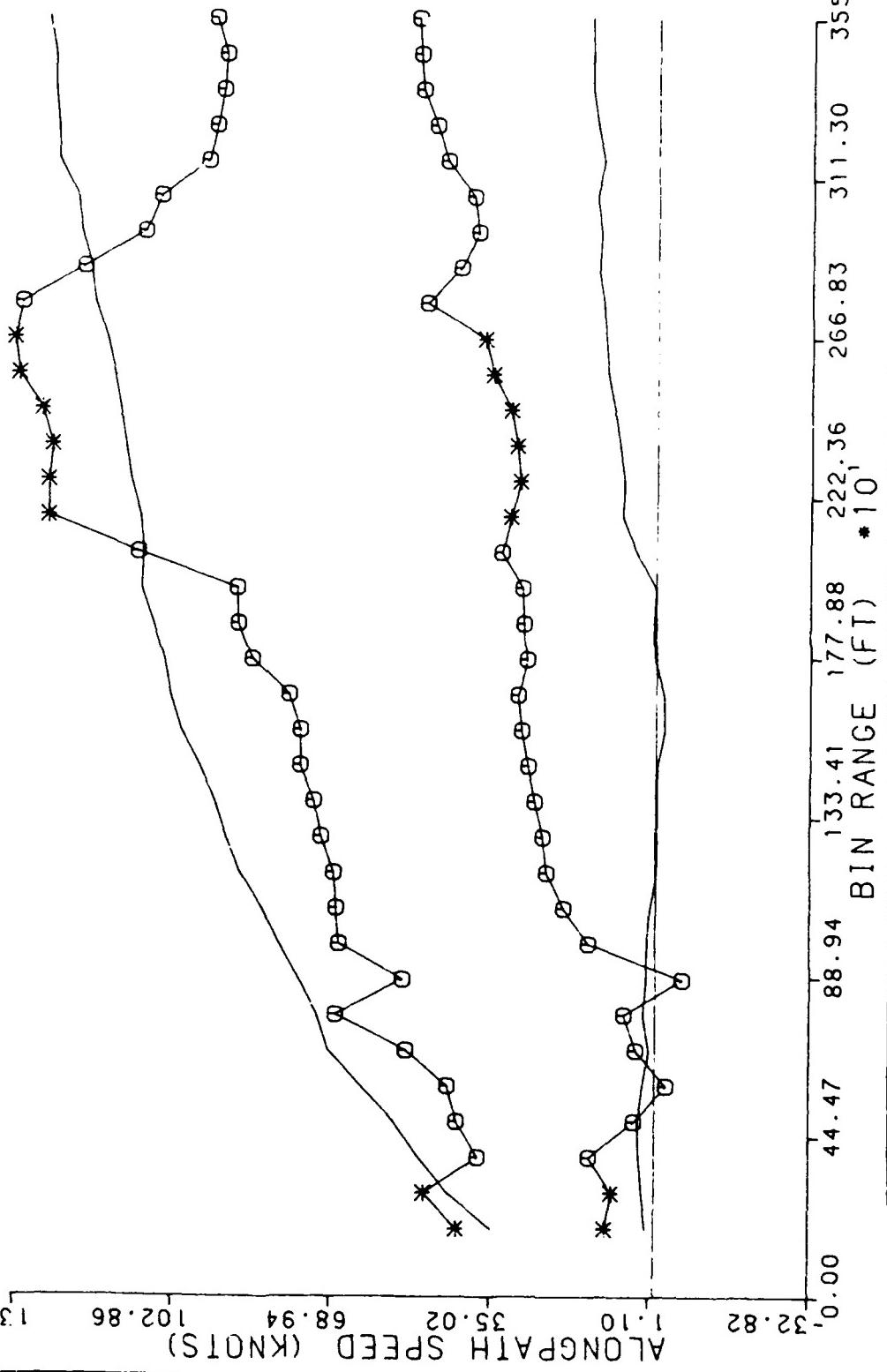


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

-32.82 136.78 102.86 68.94 35.02 1.10  
ALONGPATH SPEED (KNOTS)

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999% PROBABILITY

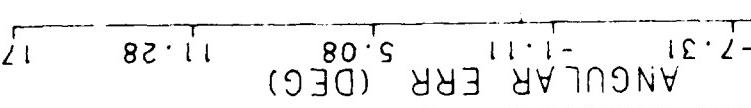


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEC) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

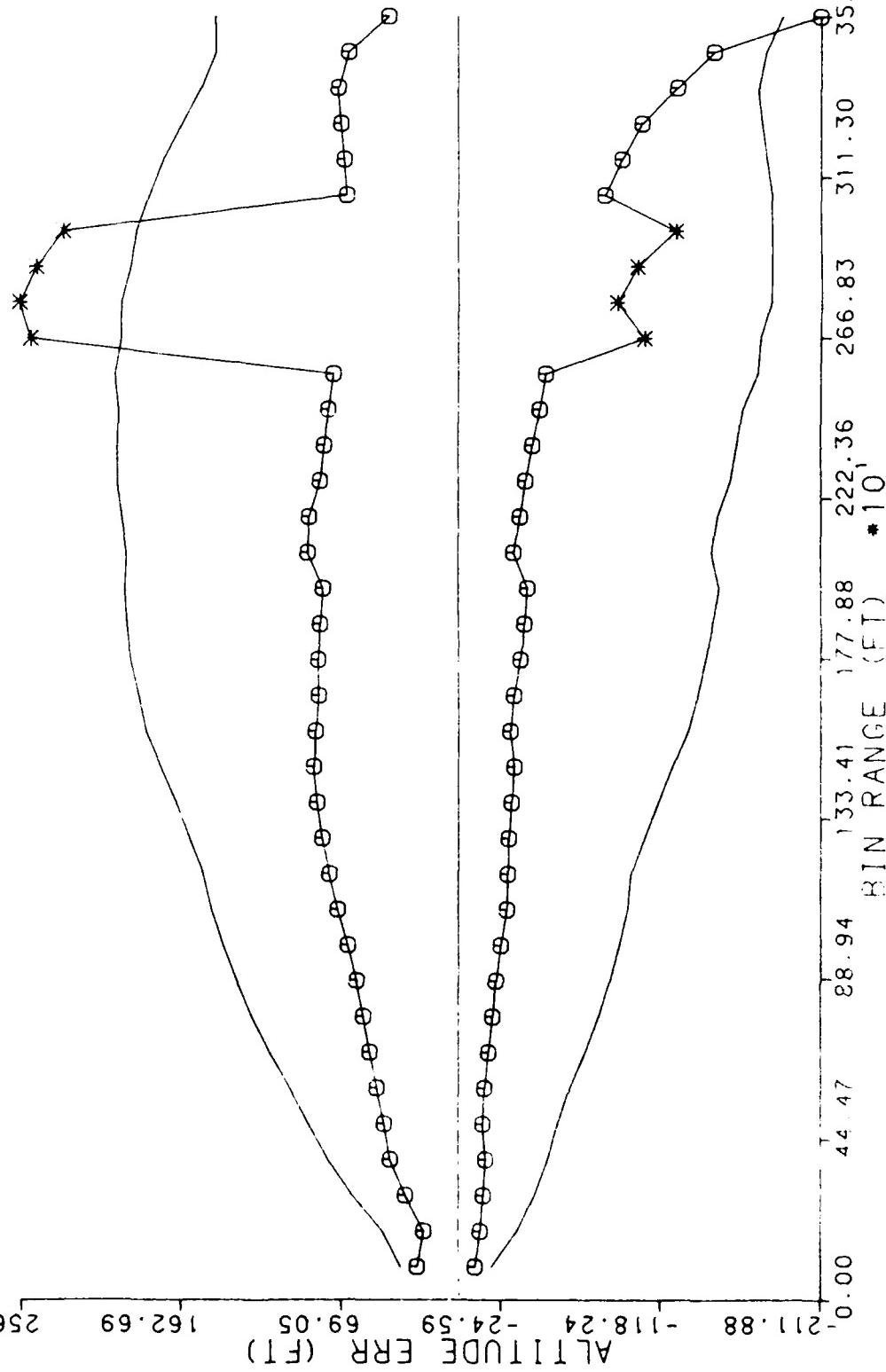
—  
17.48



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
→ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL OFFICE  
ATLANTIC CITY AIRPORT, NJ 08405

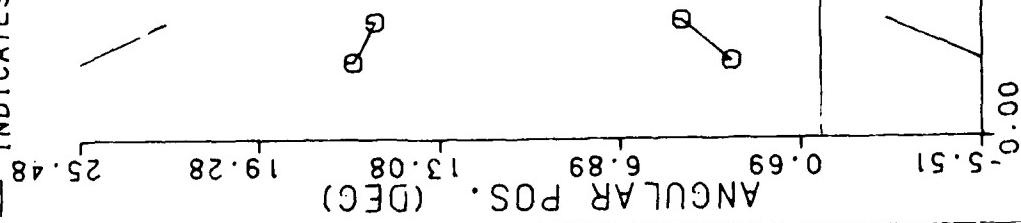
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
Φ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

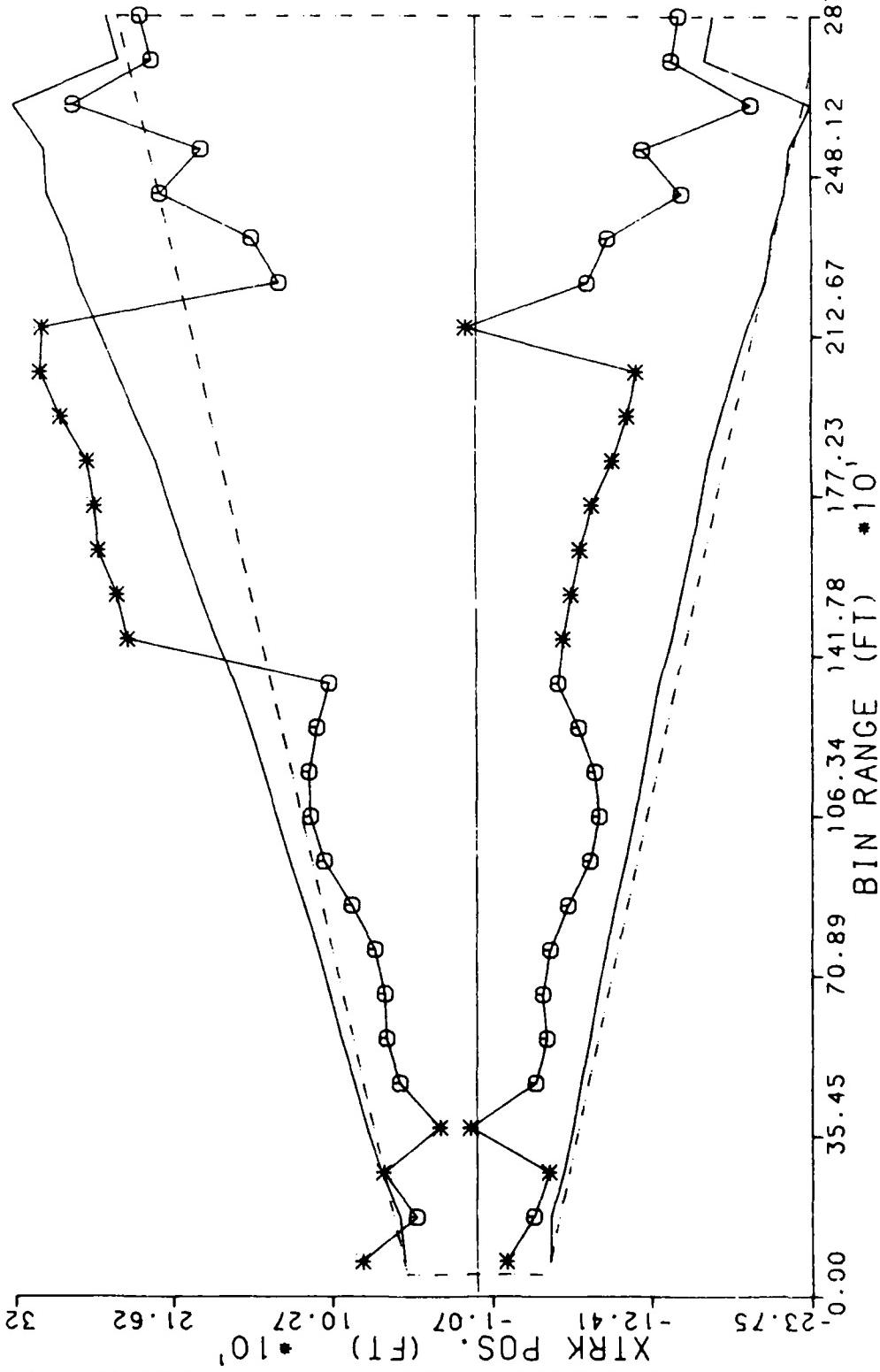
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
 $\ominus$  INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

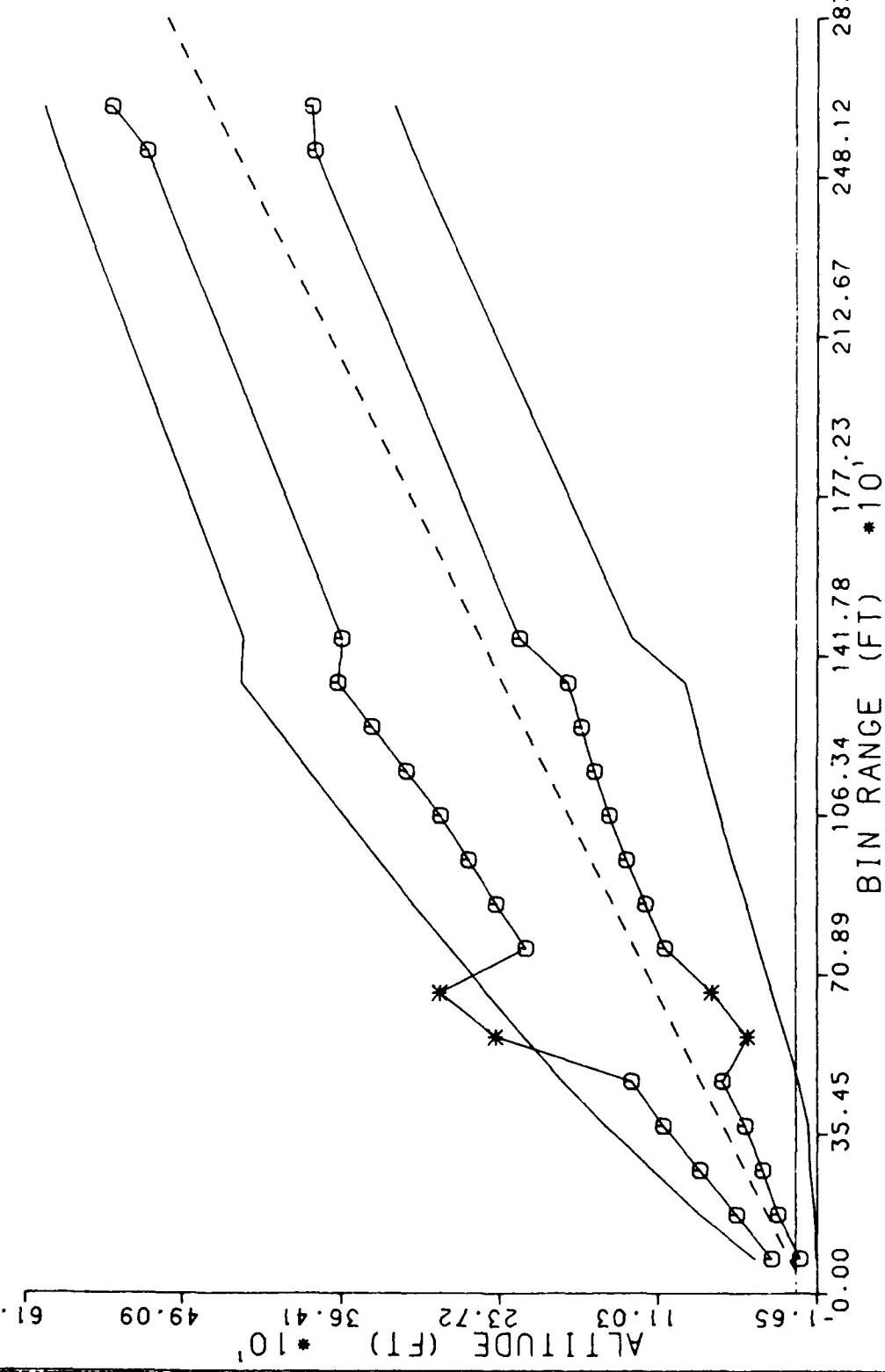
-- INDICATES FAA APPROACH SURFACE  
 \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

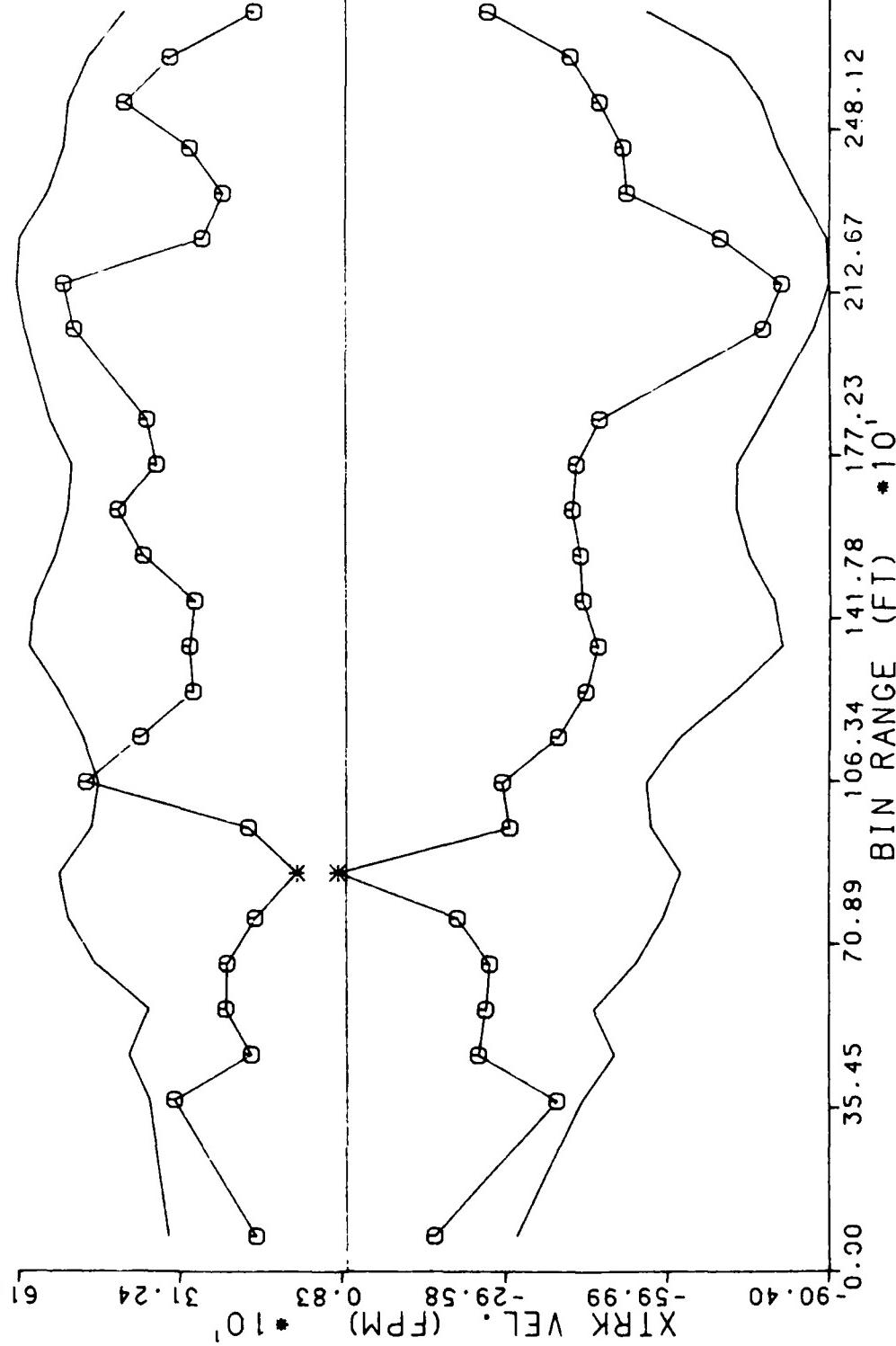
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
Θ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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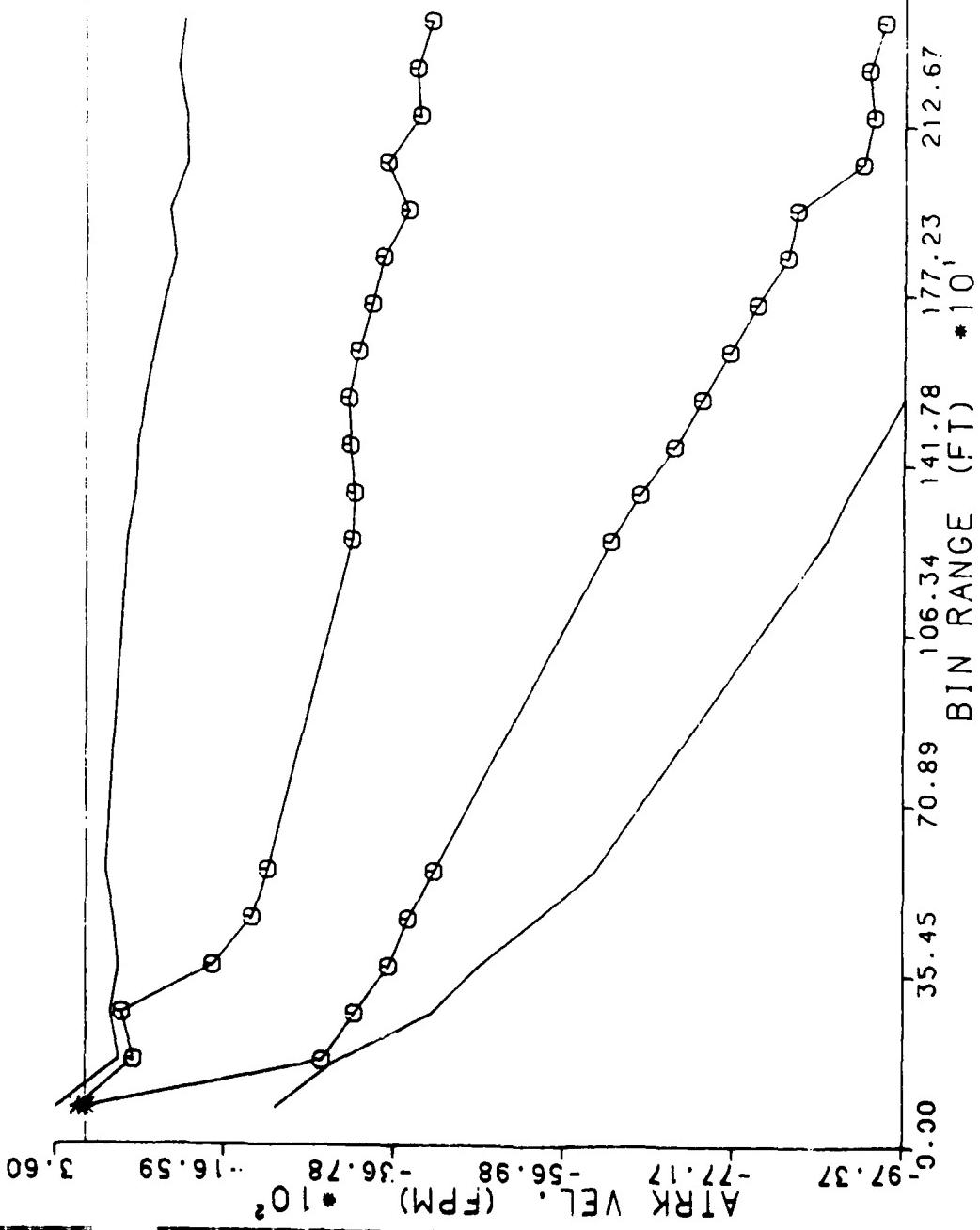
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ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 ( ) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

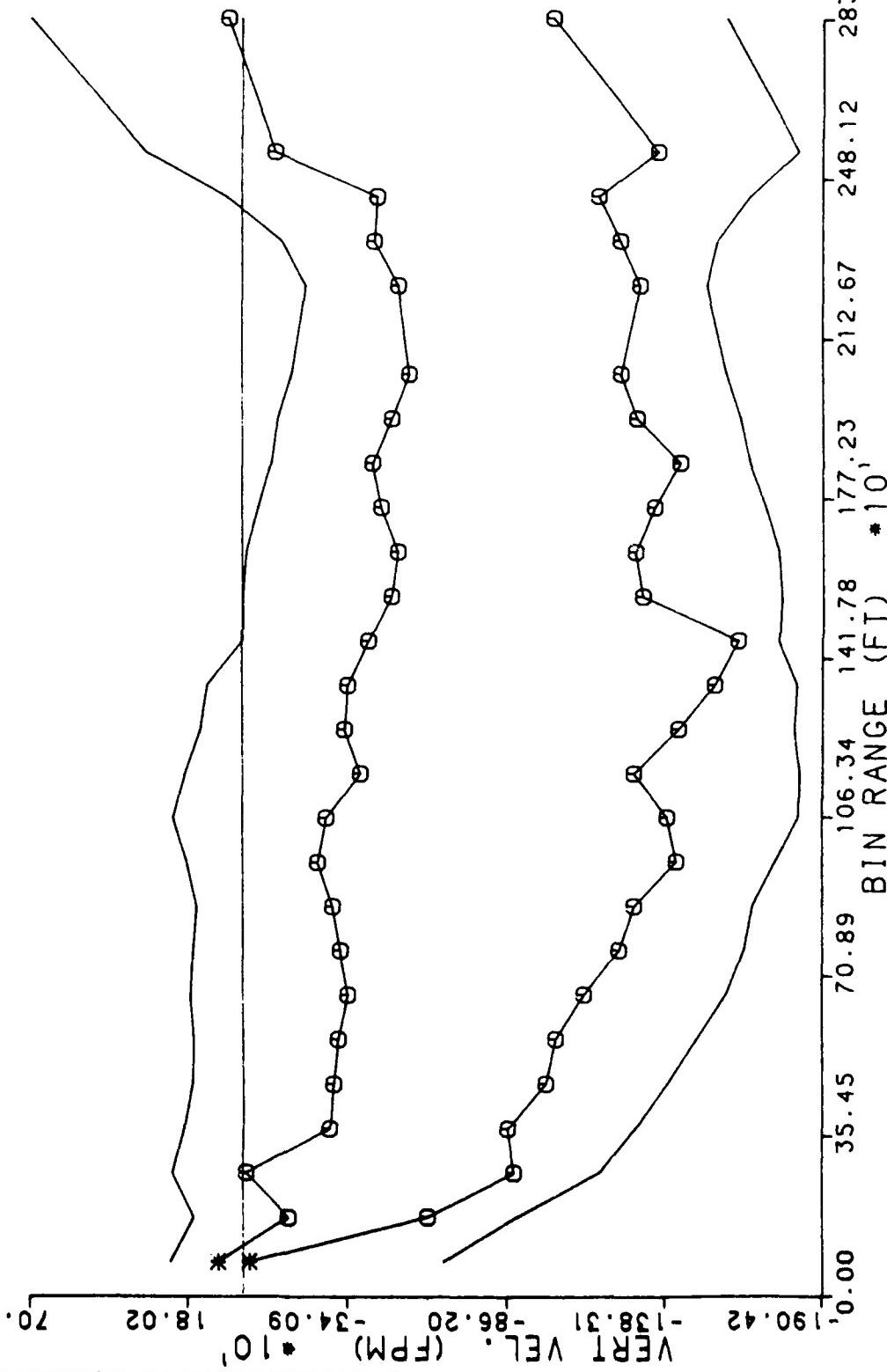
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT, NJ 08403

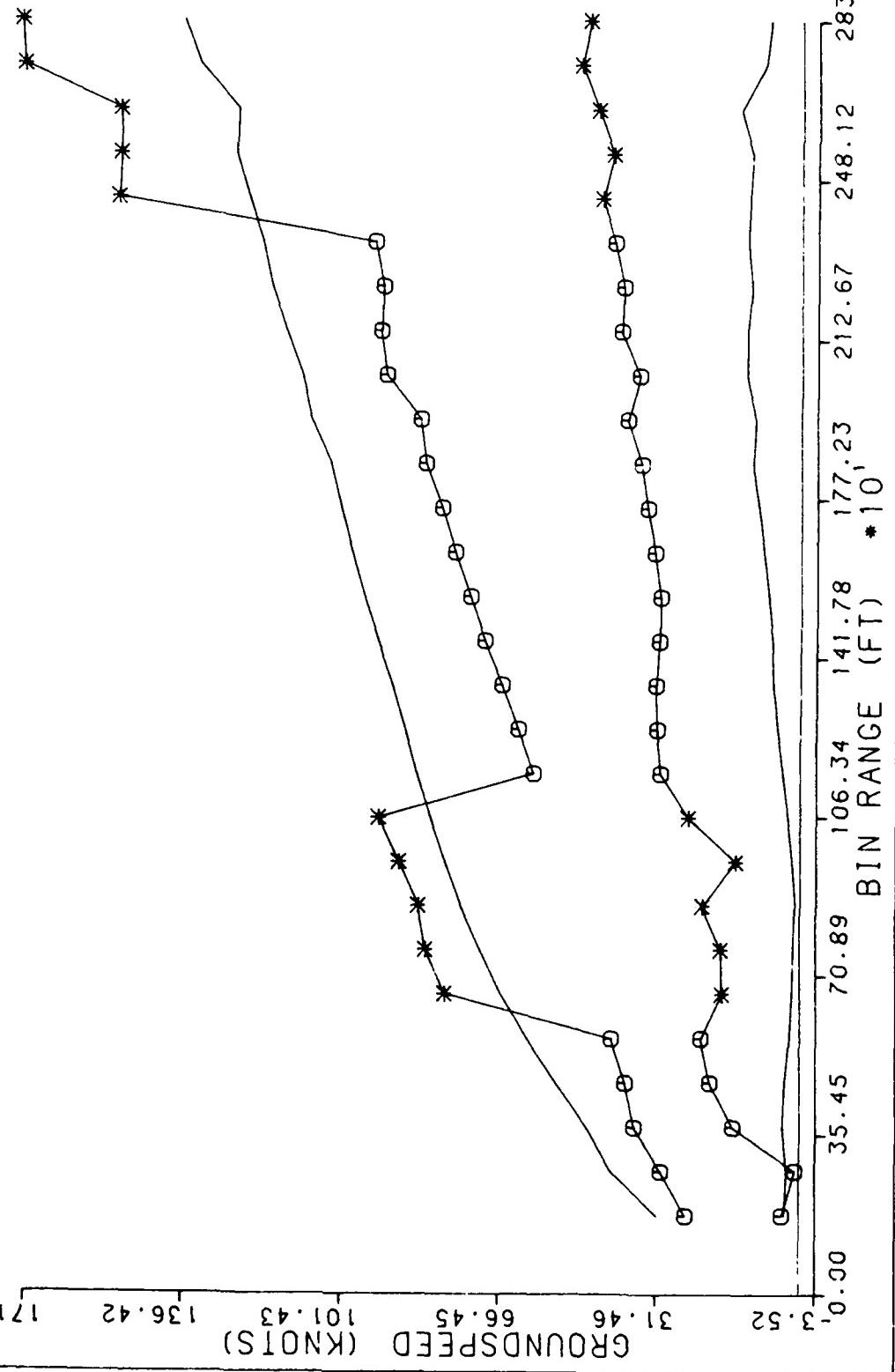
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS - UH1 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
 $\ominus$  INDICATES BETA DISTRIBUTION RANGE LIMIT  
 $\longrightarrow$  INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

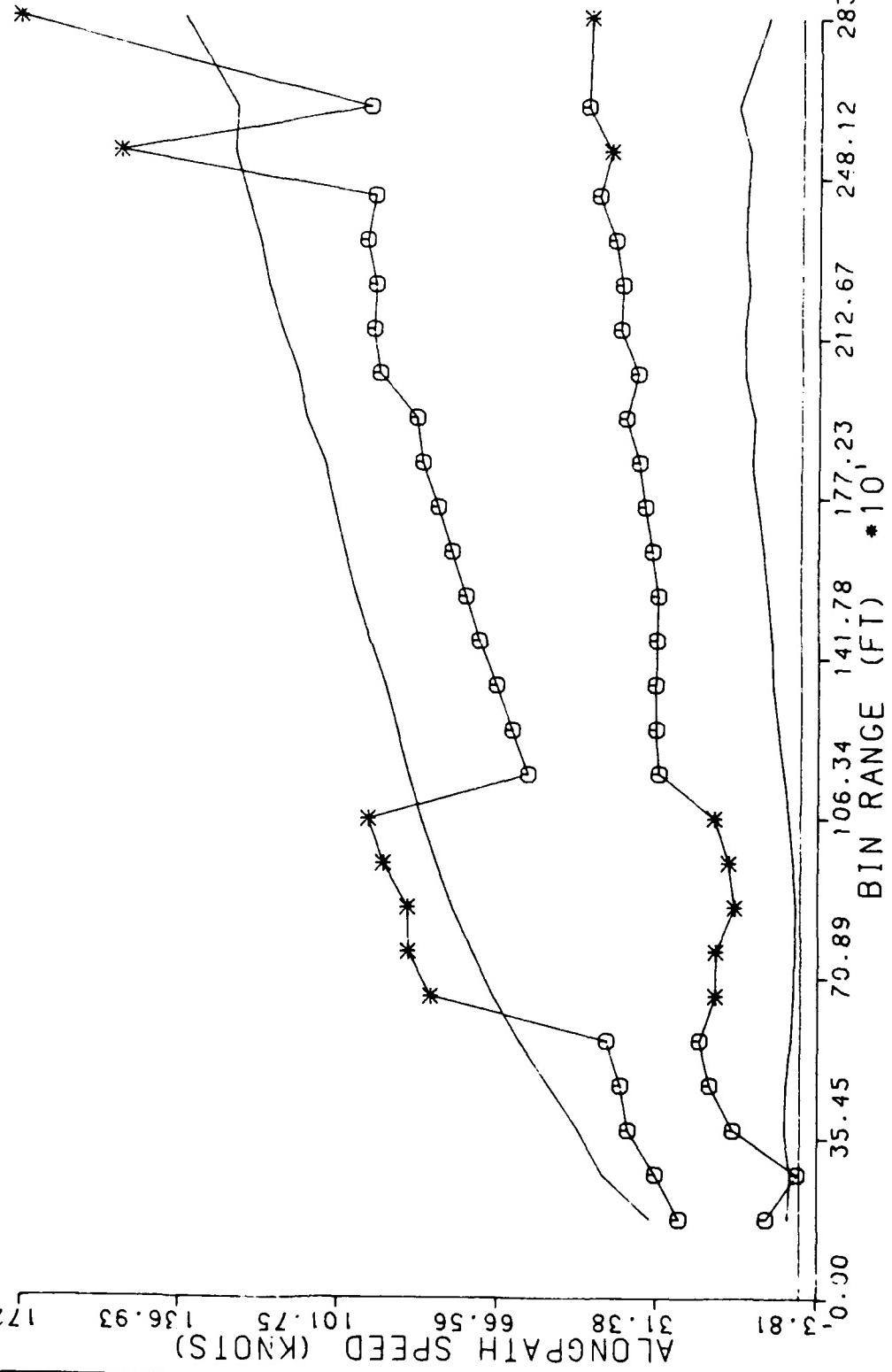
$*$  INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 (\*) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 (—) INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAM TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

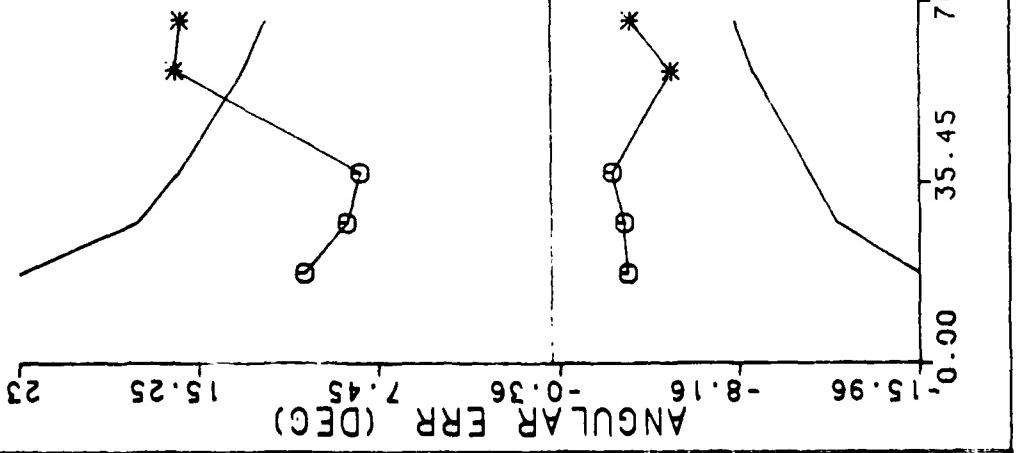
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
\*INDICATES BETA DISTRIBUTION RANGE LIMIT  
INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAIR TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

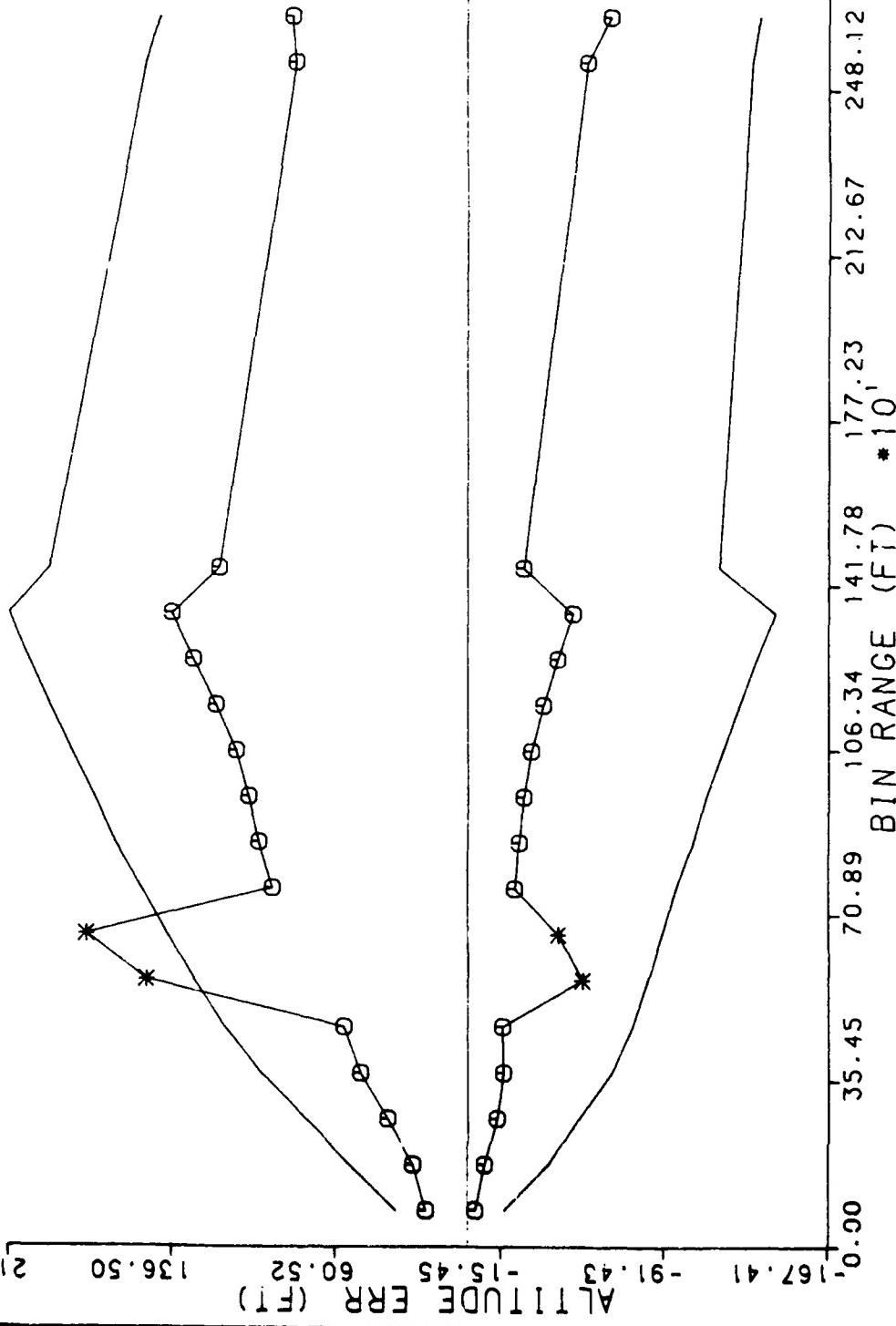
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ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

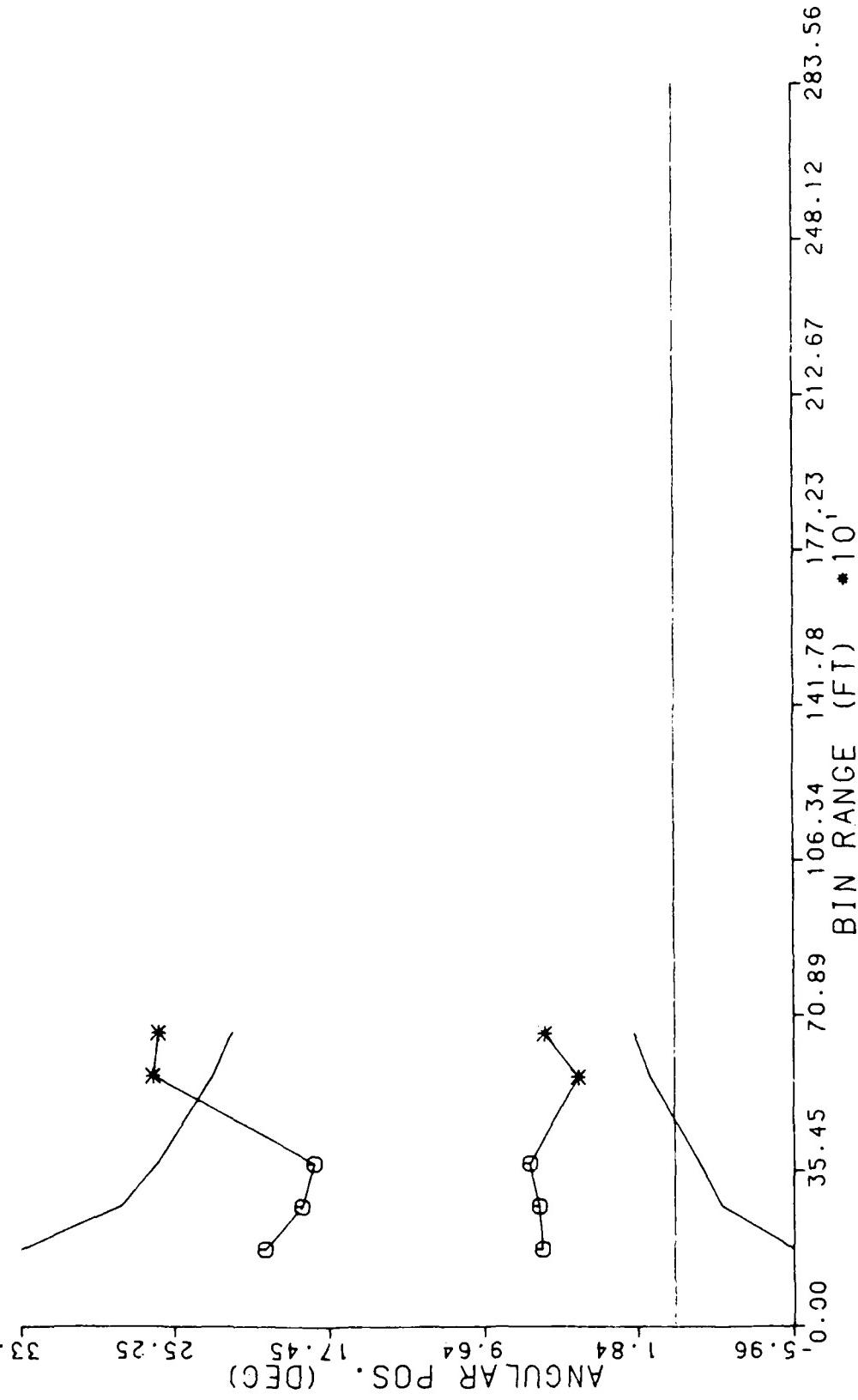
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

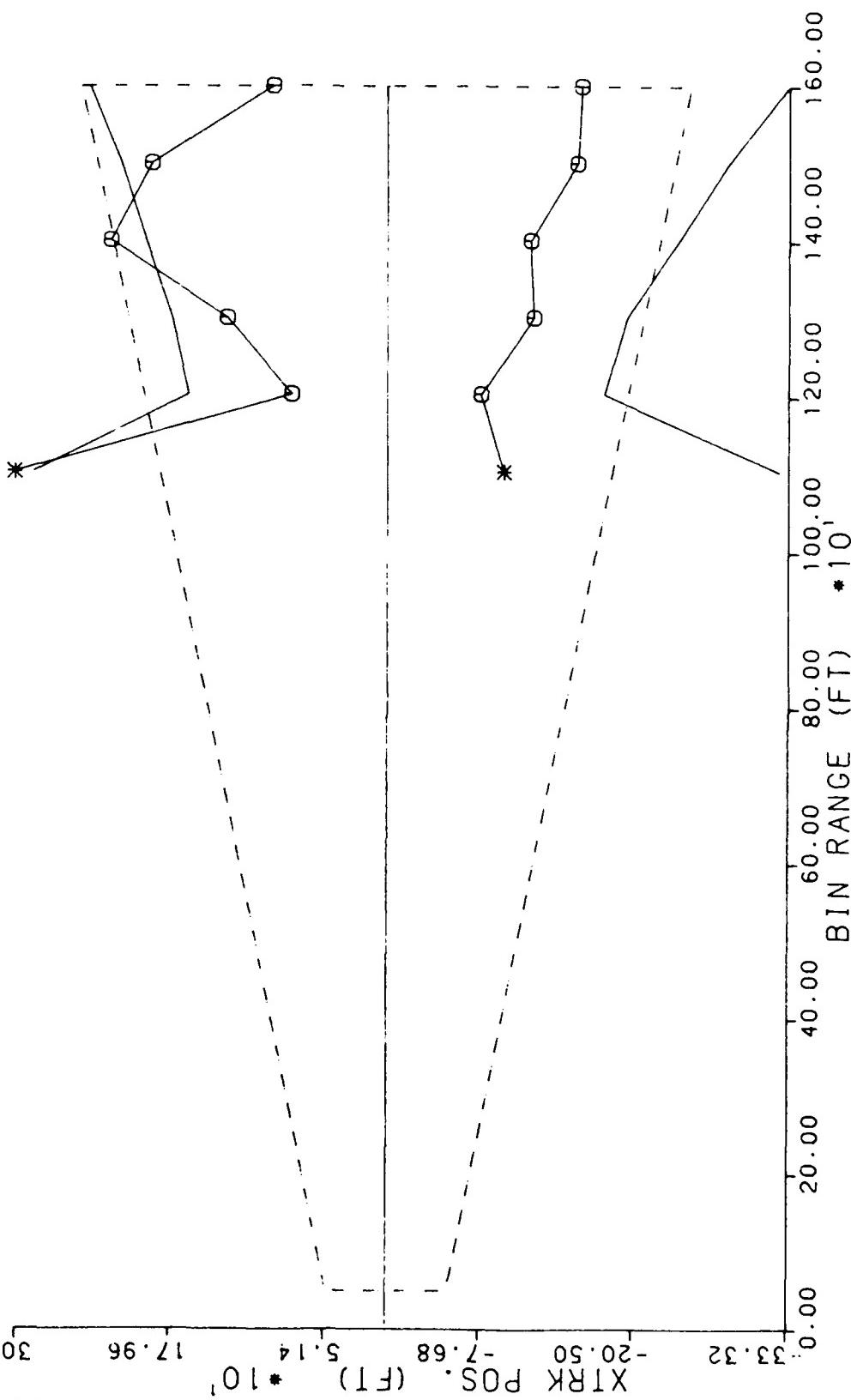
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED APPROACHES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - INDICATES FAA APPROACH SURFACE  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

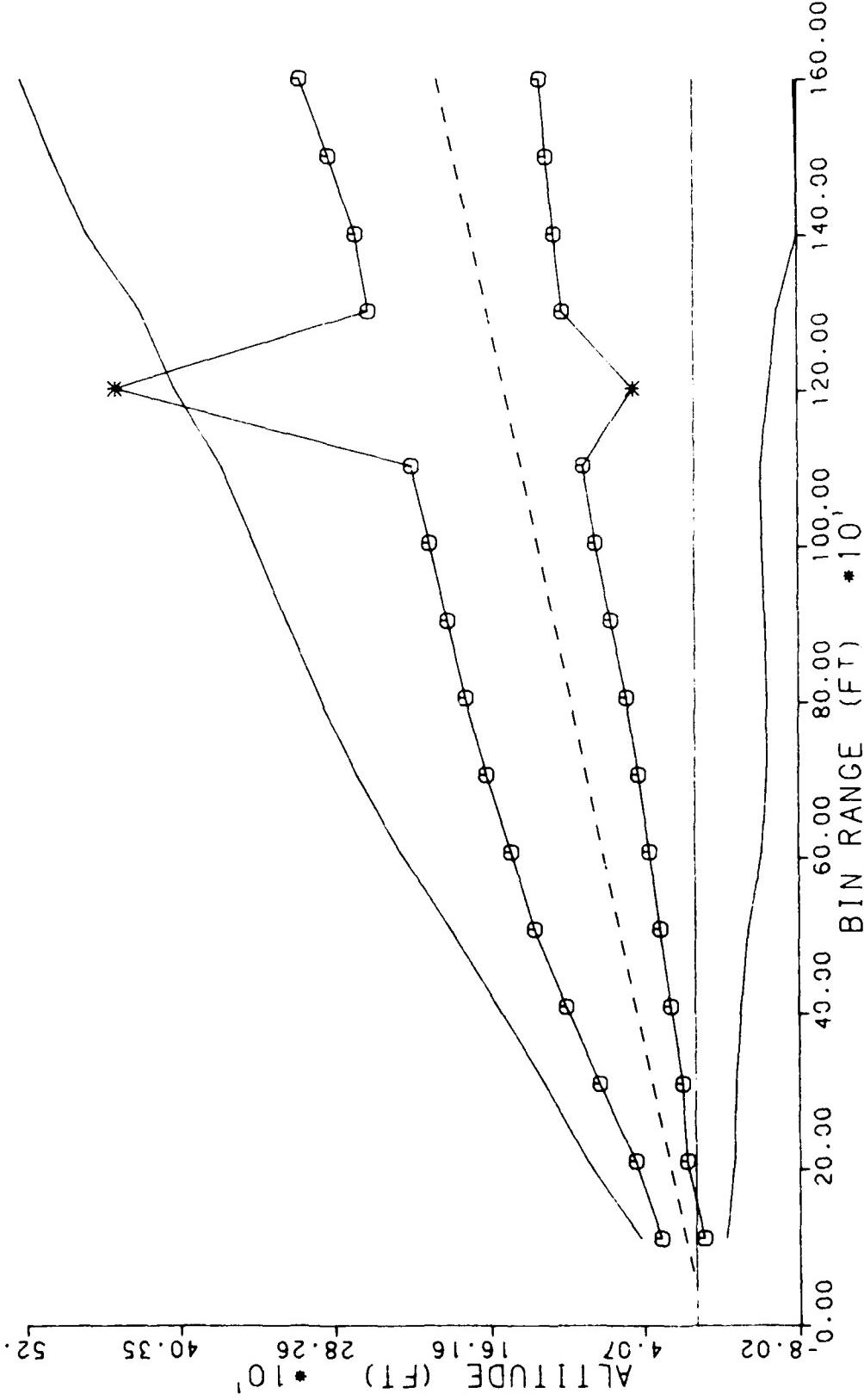
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED APPROXIMES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

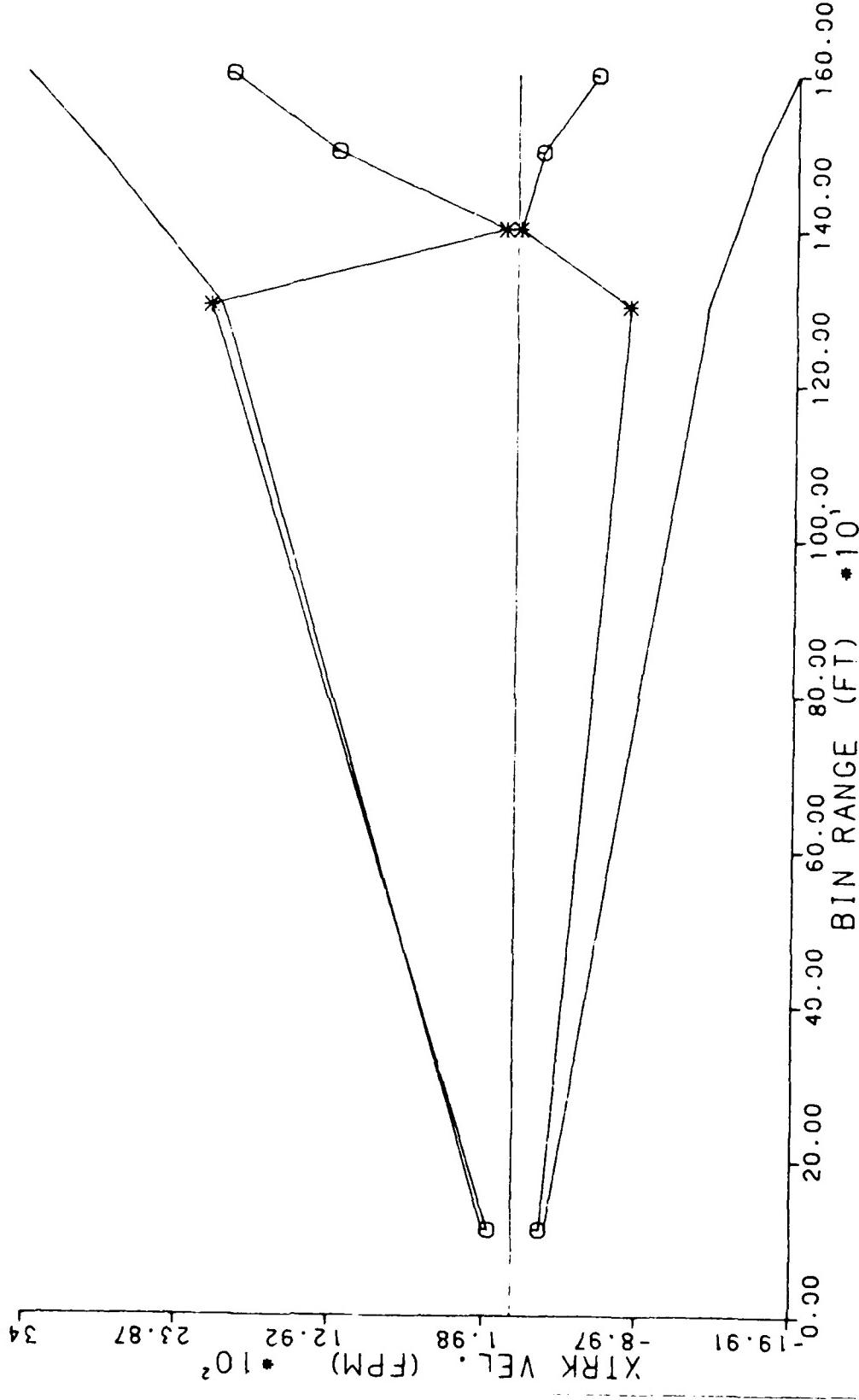
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE CURVED APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAM TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

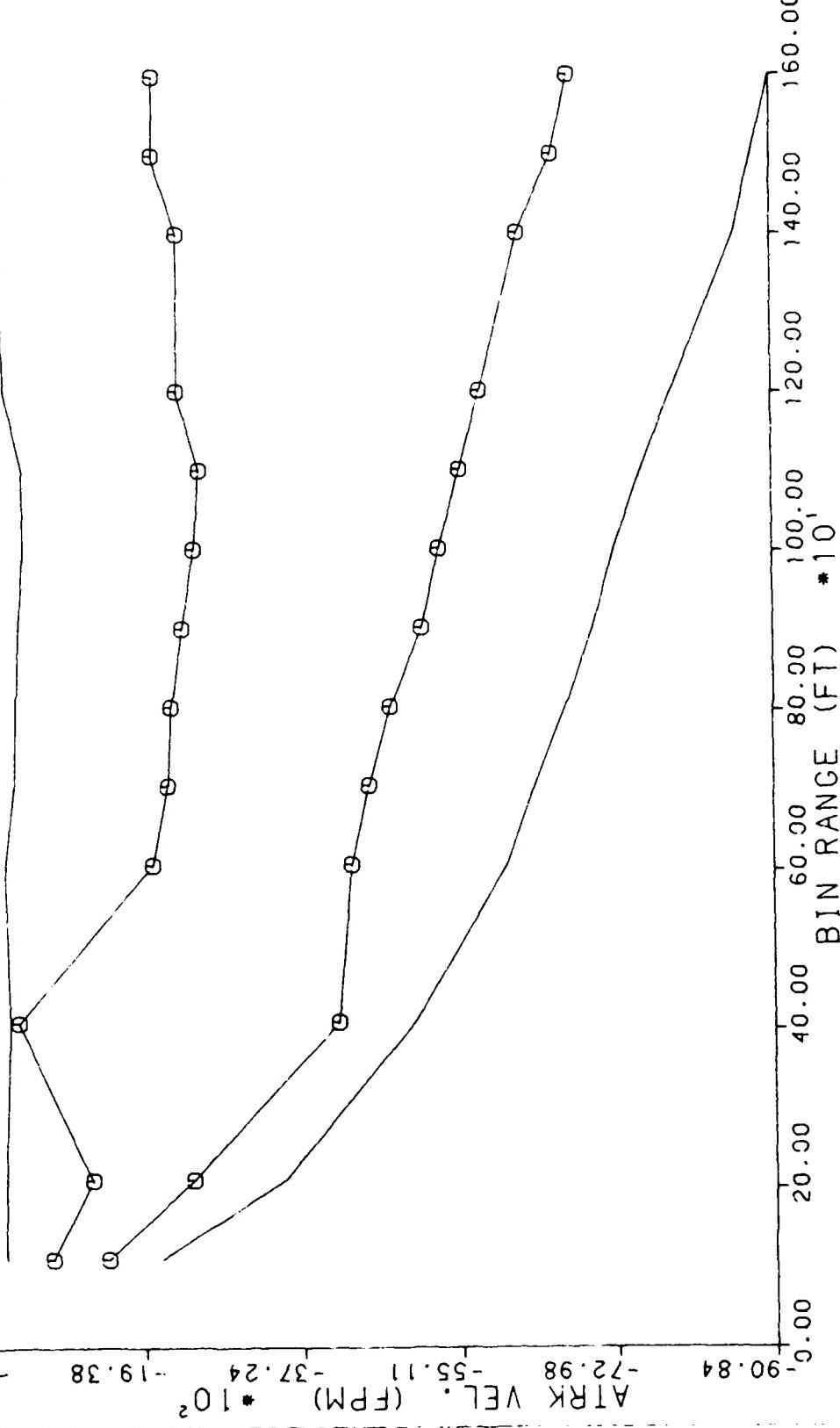
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE CURVED APPROACHES  
 ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

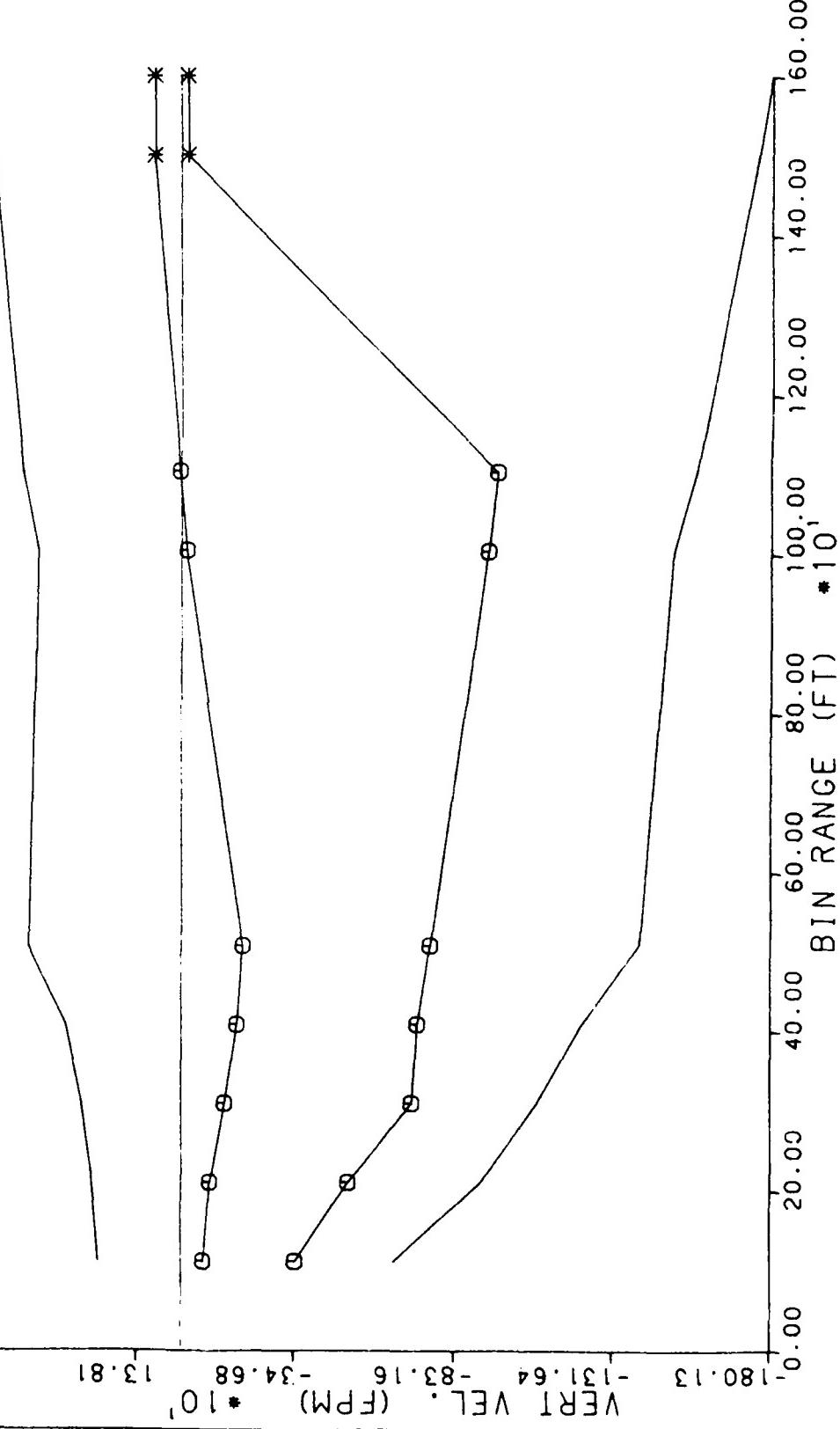
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED APPROXIMATES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAR TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

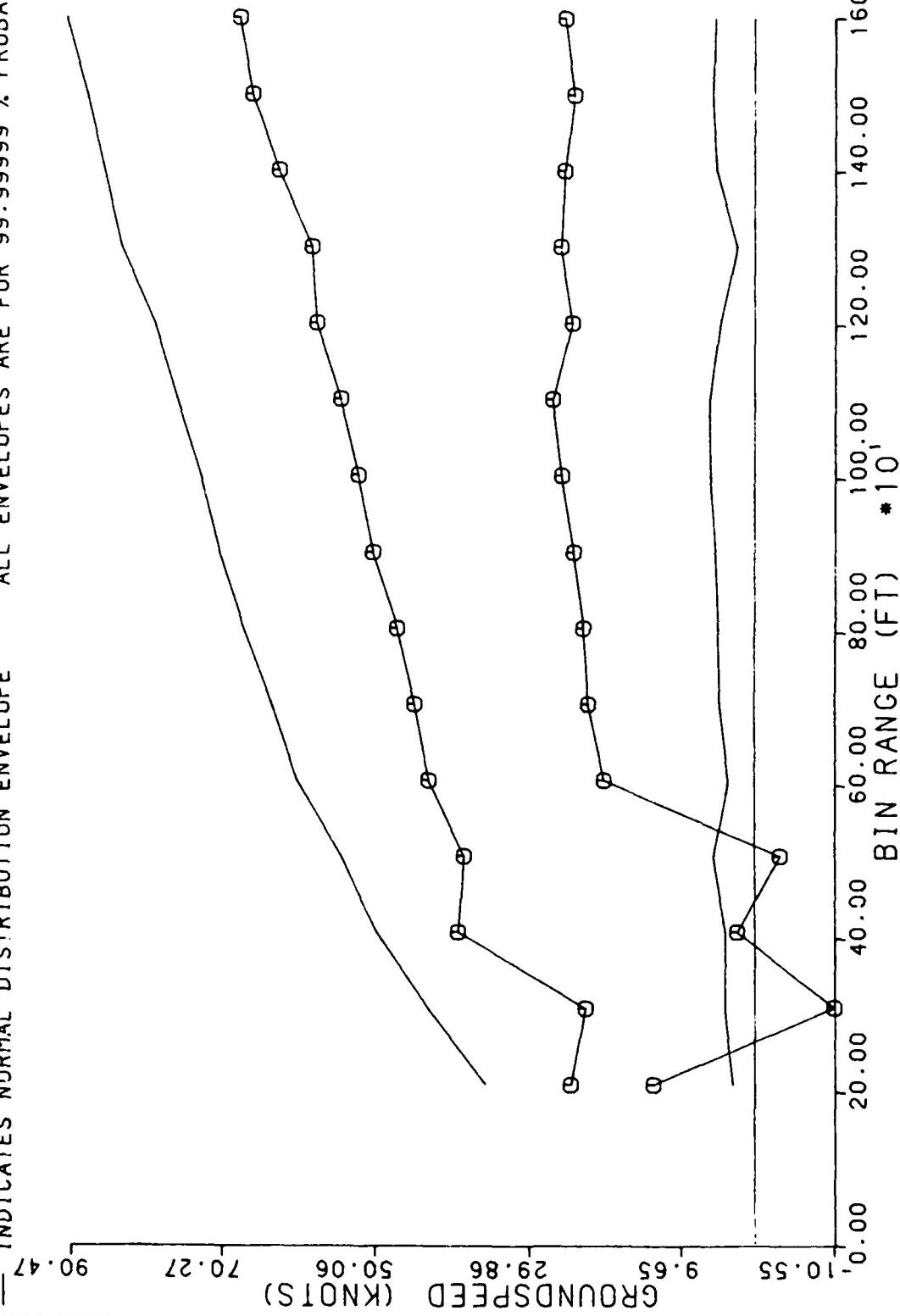
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

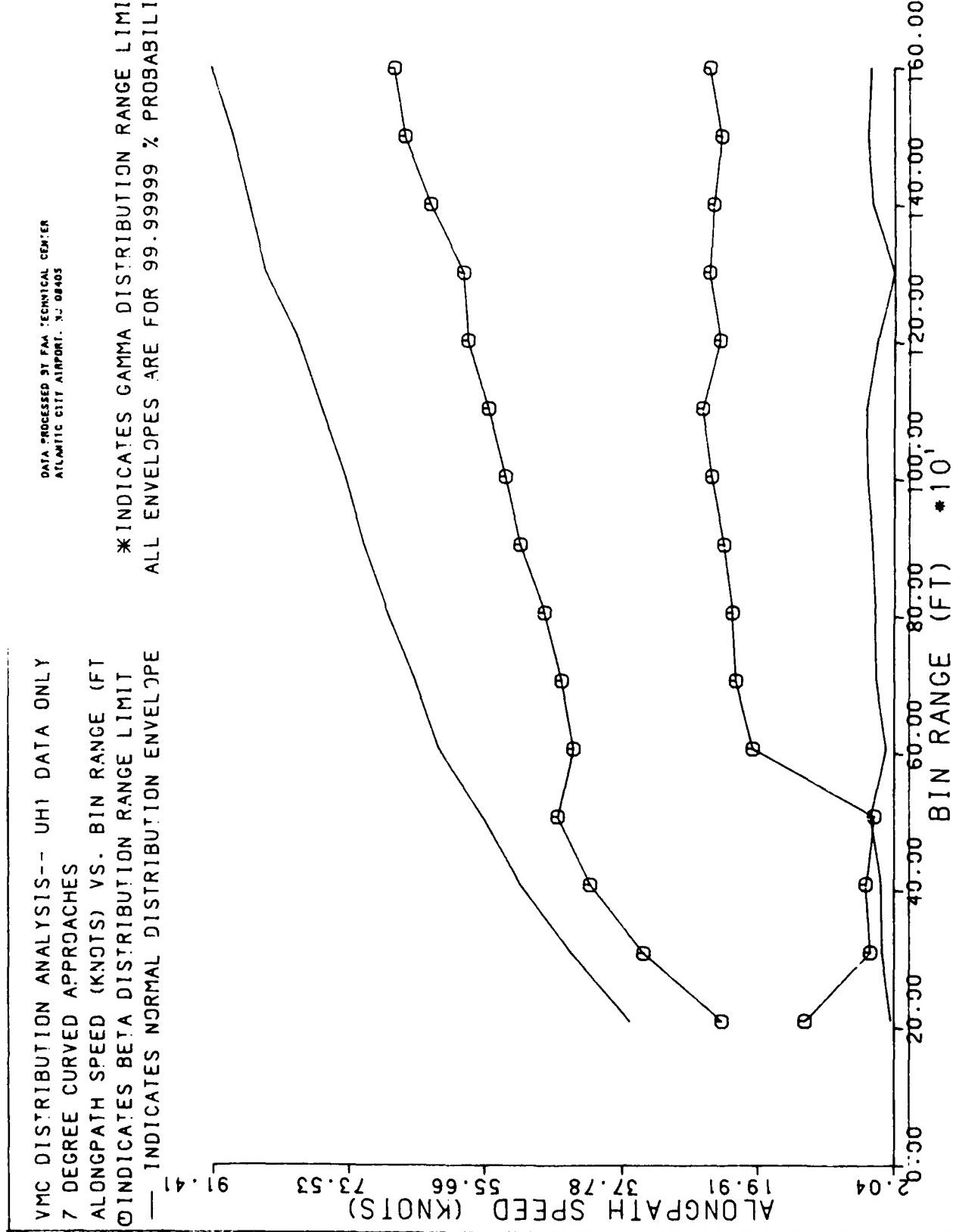
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAIR TECHNICAL CENTER  
ATLANTIC CITY AIRPORT. M. 08405

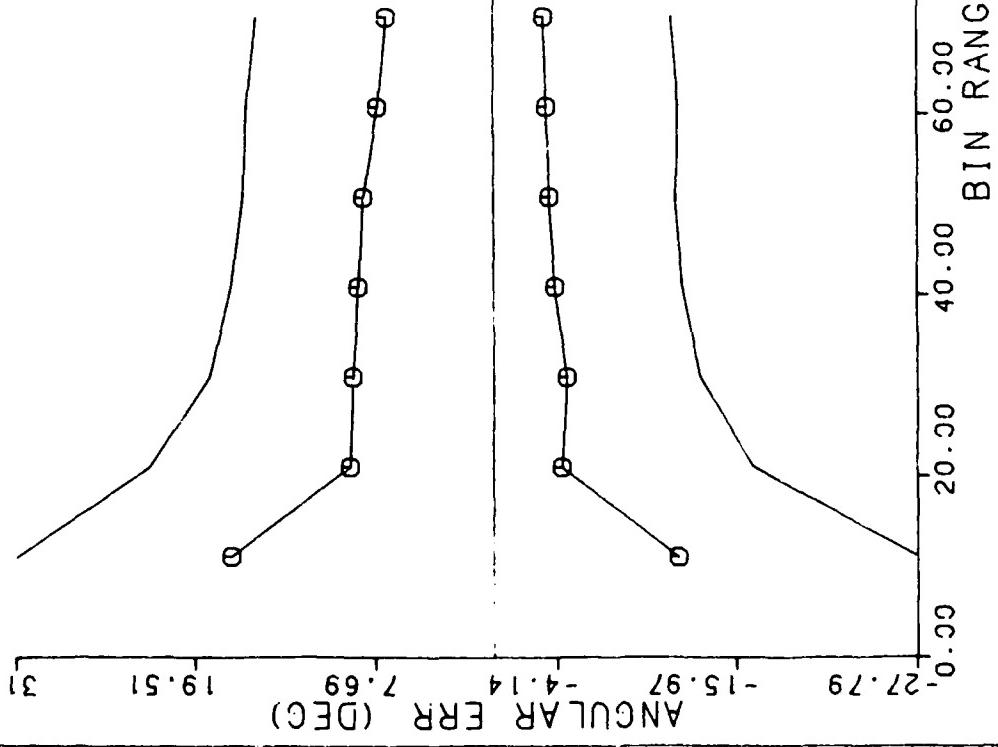
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAIR TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

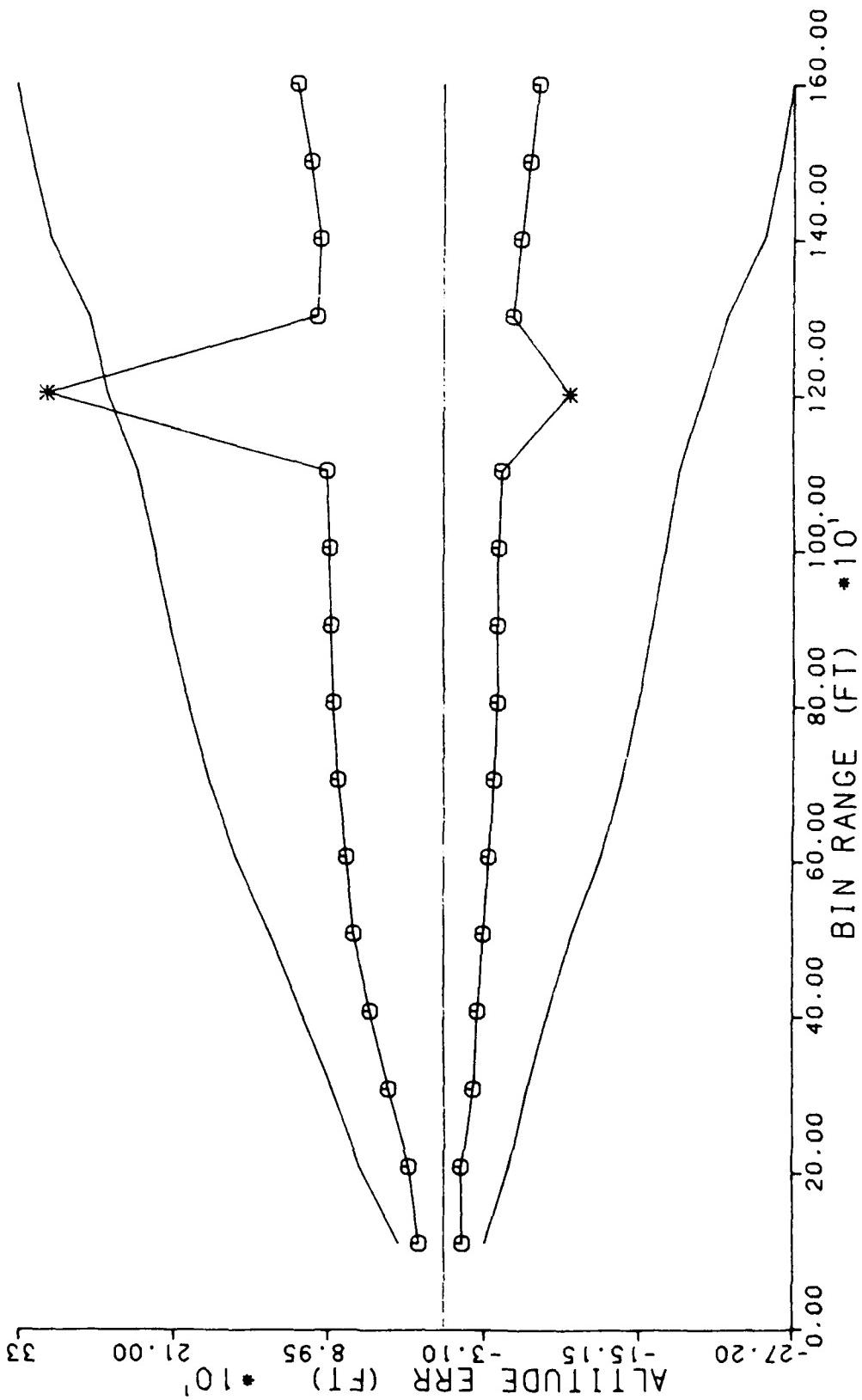
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999% PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

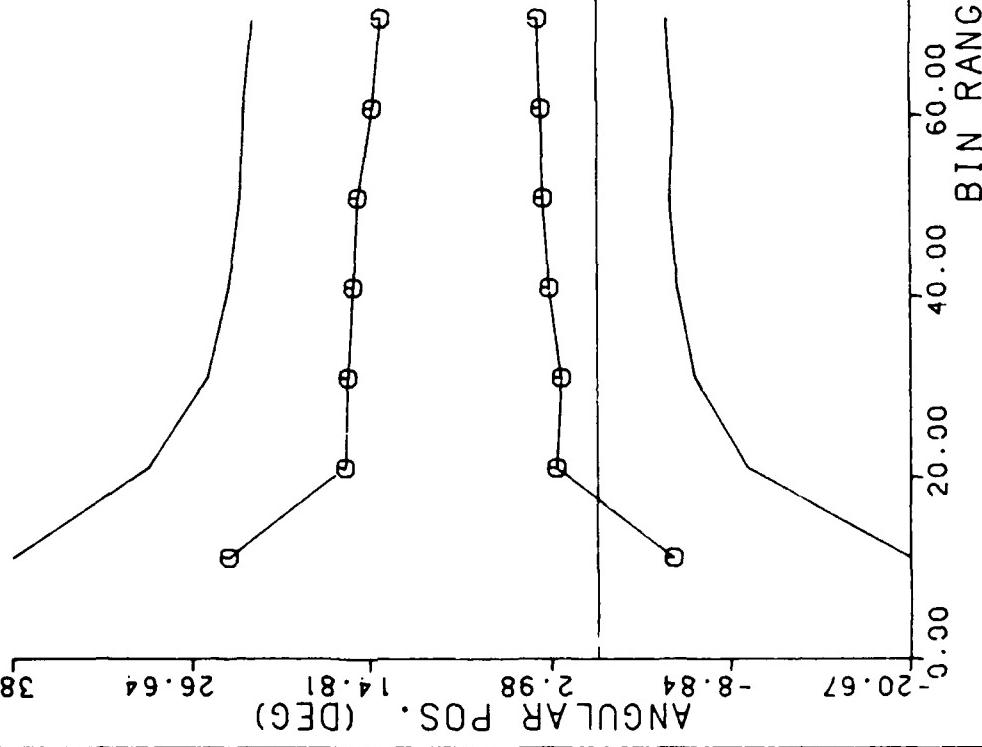
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

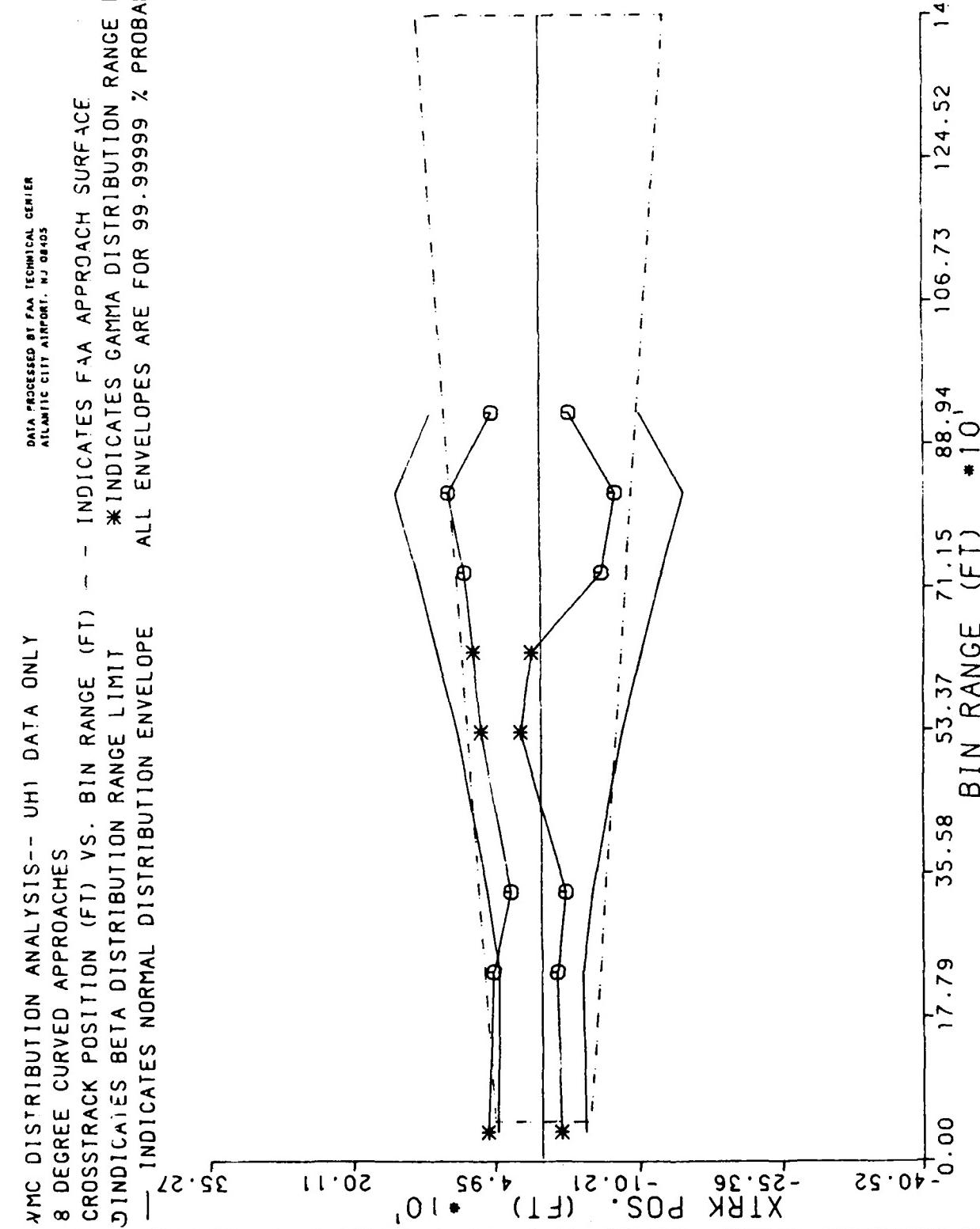
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



XMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 (\*) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

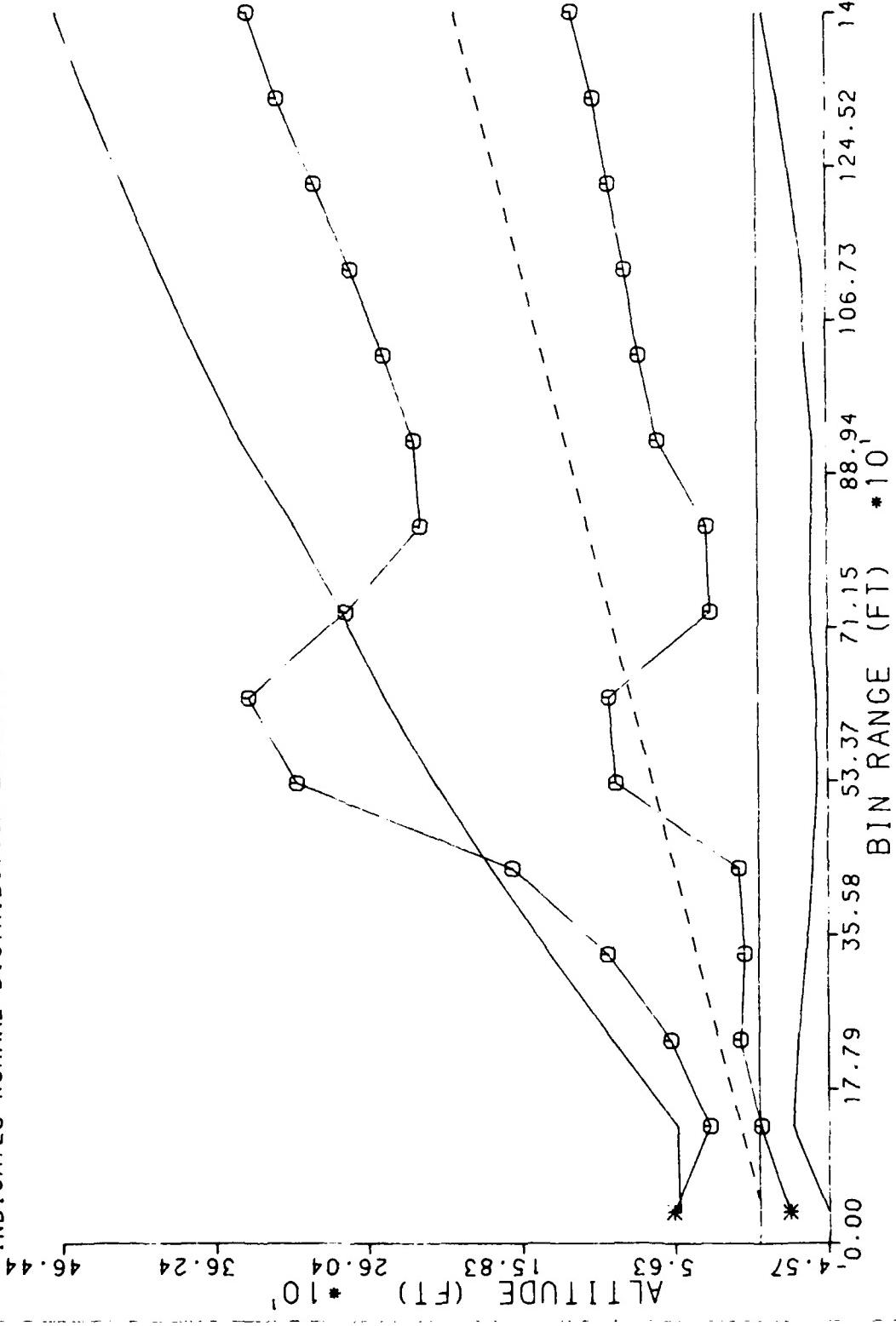
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
8 DEGREE CURVED APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ Q4405

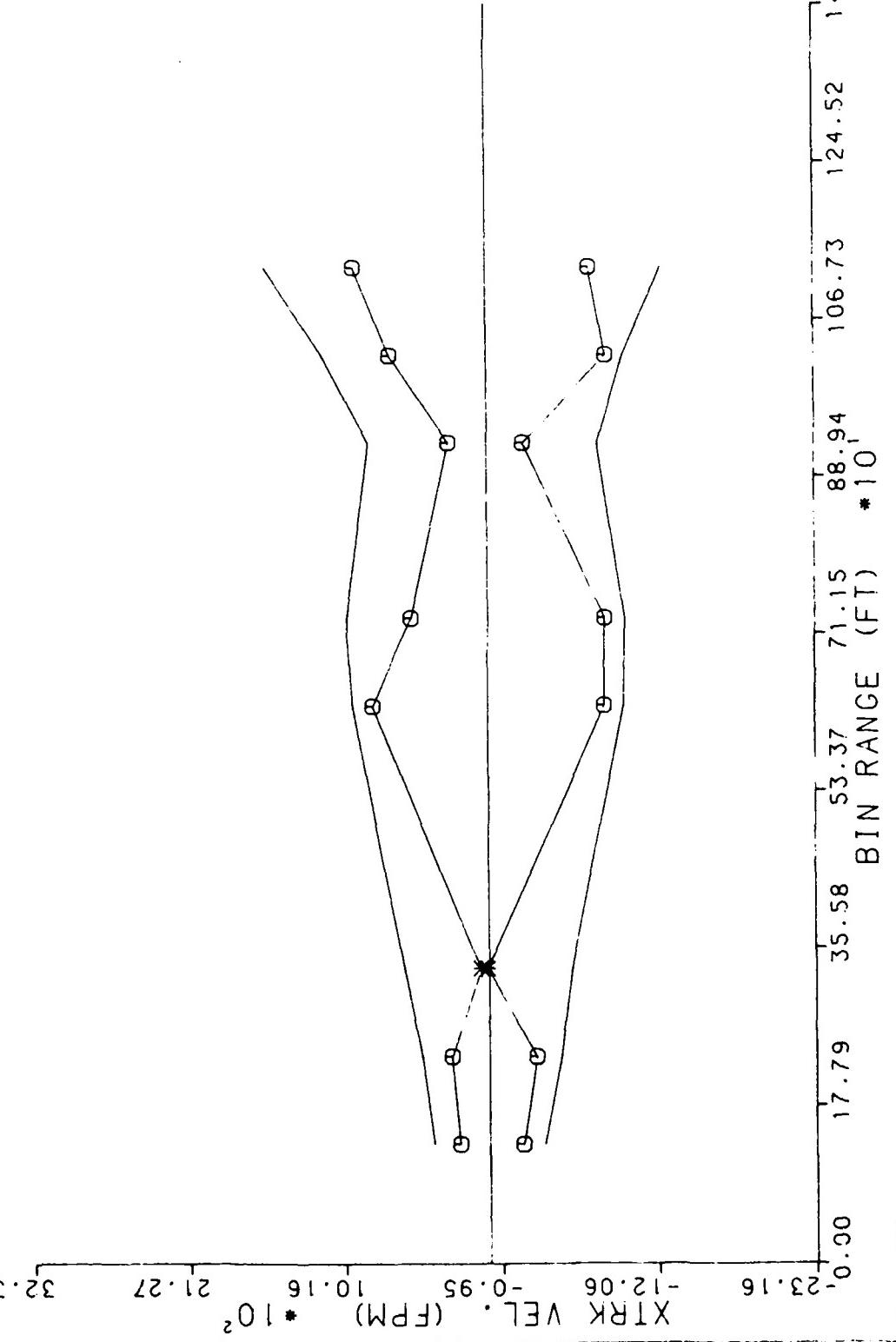
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

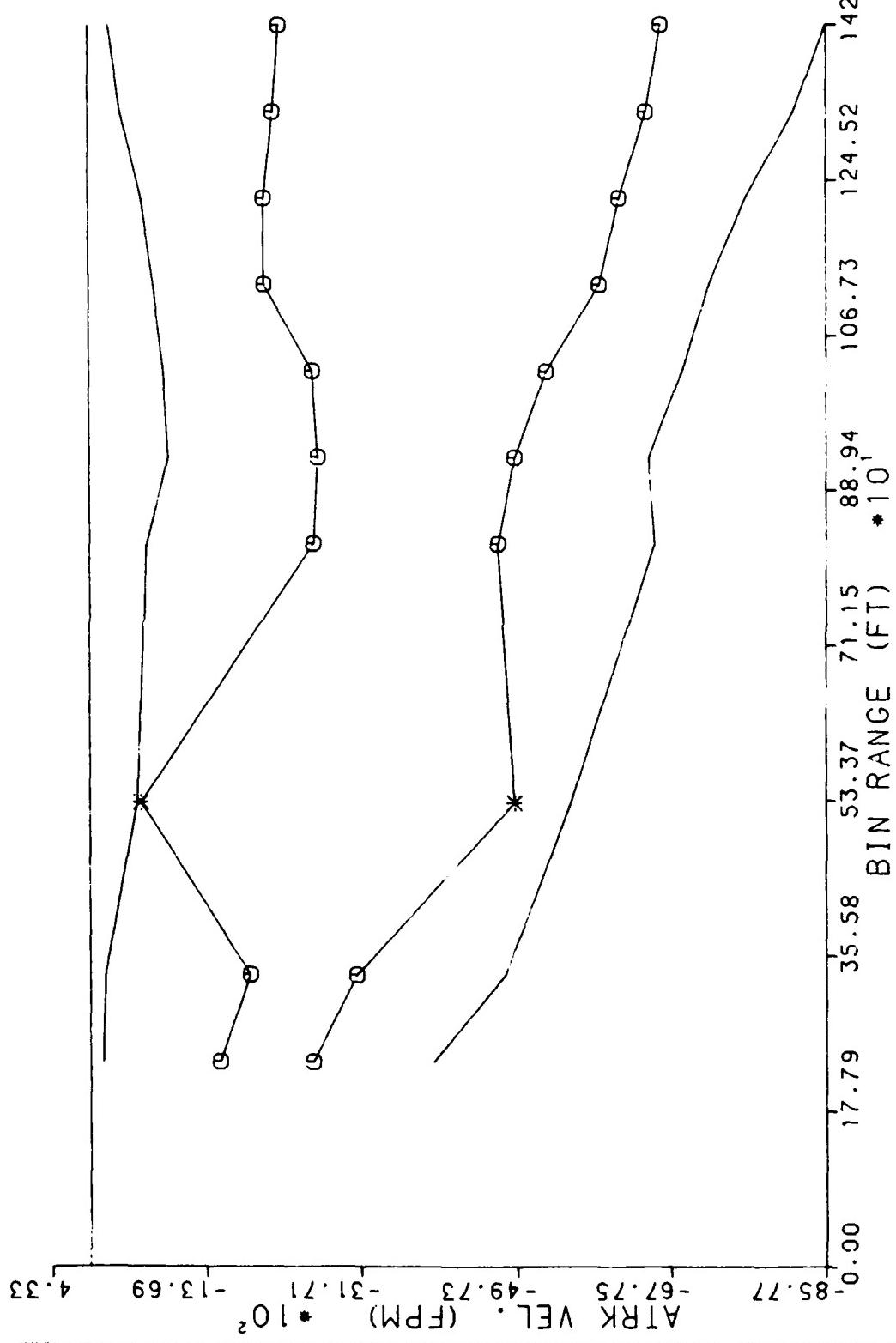
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
8 DEGREE CURVED APPROACHES  
ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08435

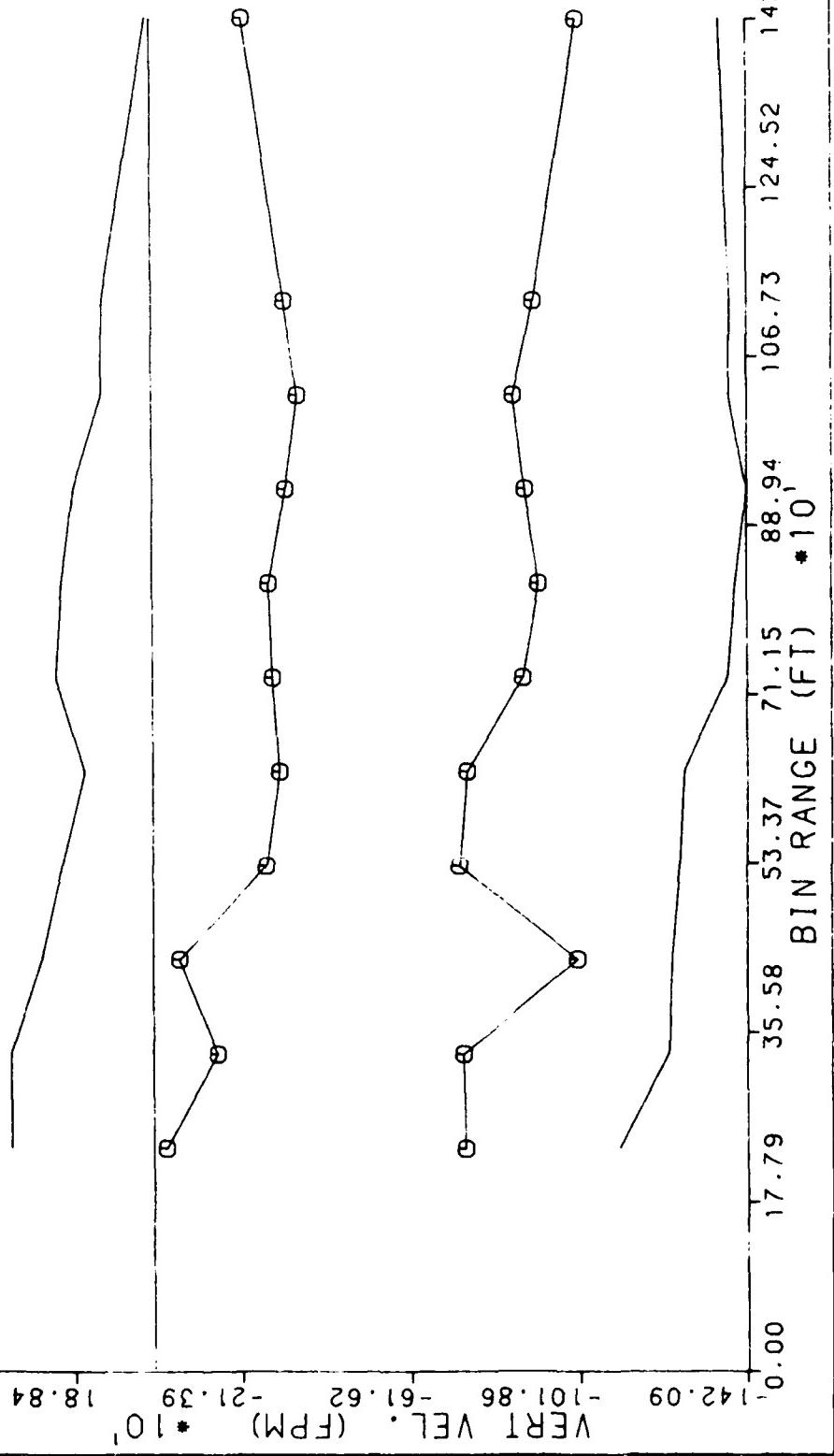
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

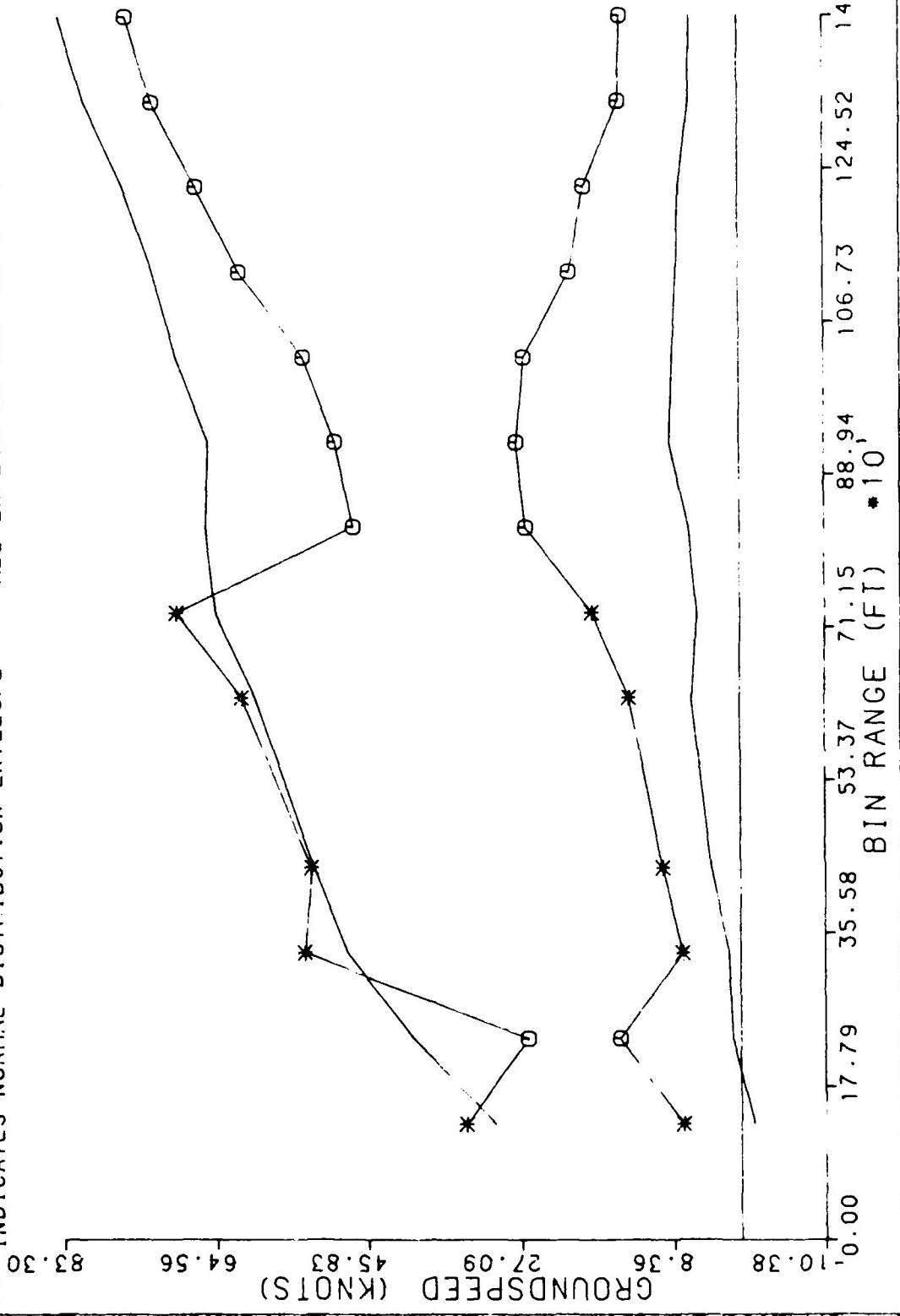
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08435

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

ALONGPATH SPEED (KNOTS)

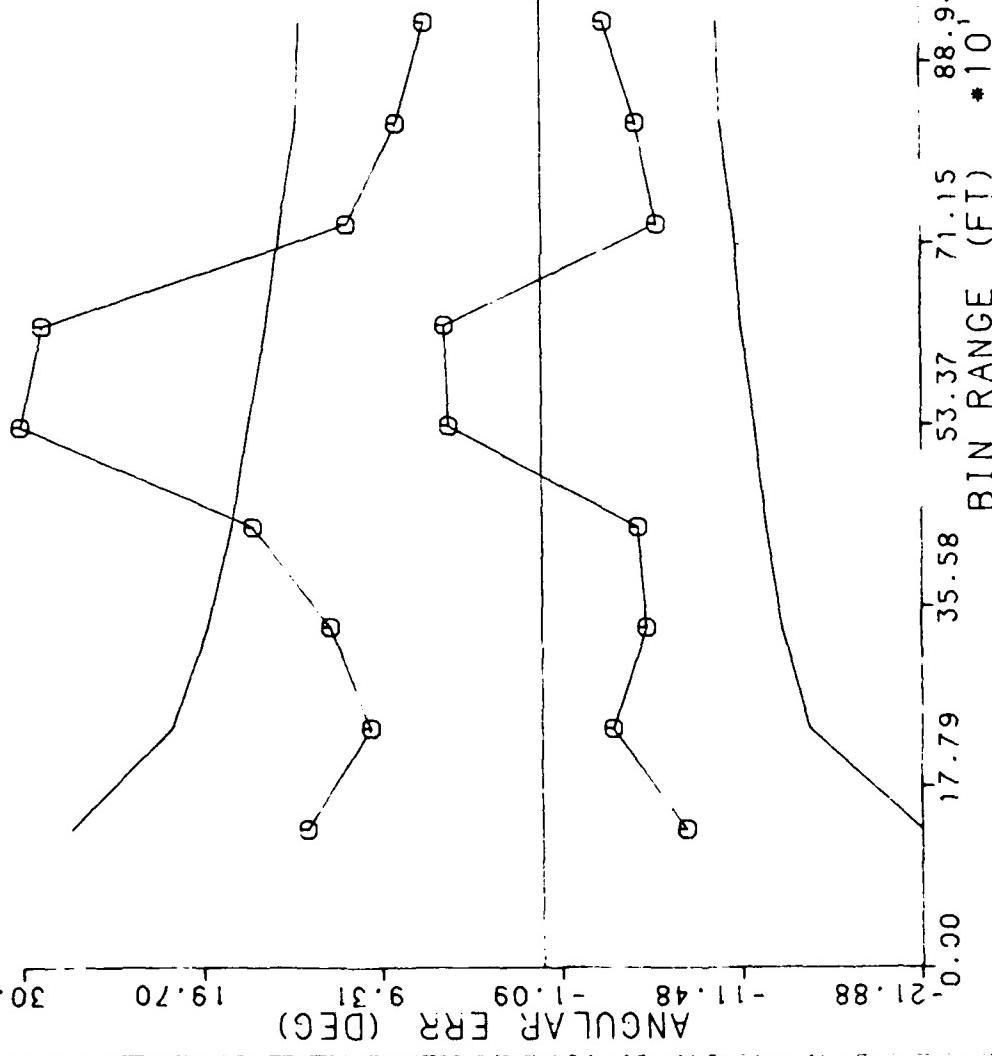
13.99 17.79 35.58 53.37 71.15 88.94 106.73 124.52 142.31

0.90 17.79 35.58 53.37 71.15 88.94 106.73 124.52 142.31

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
8 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

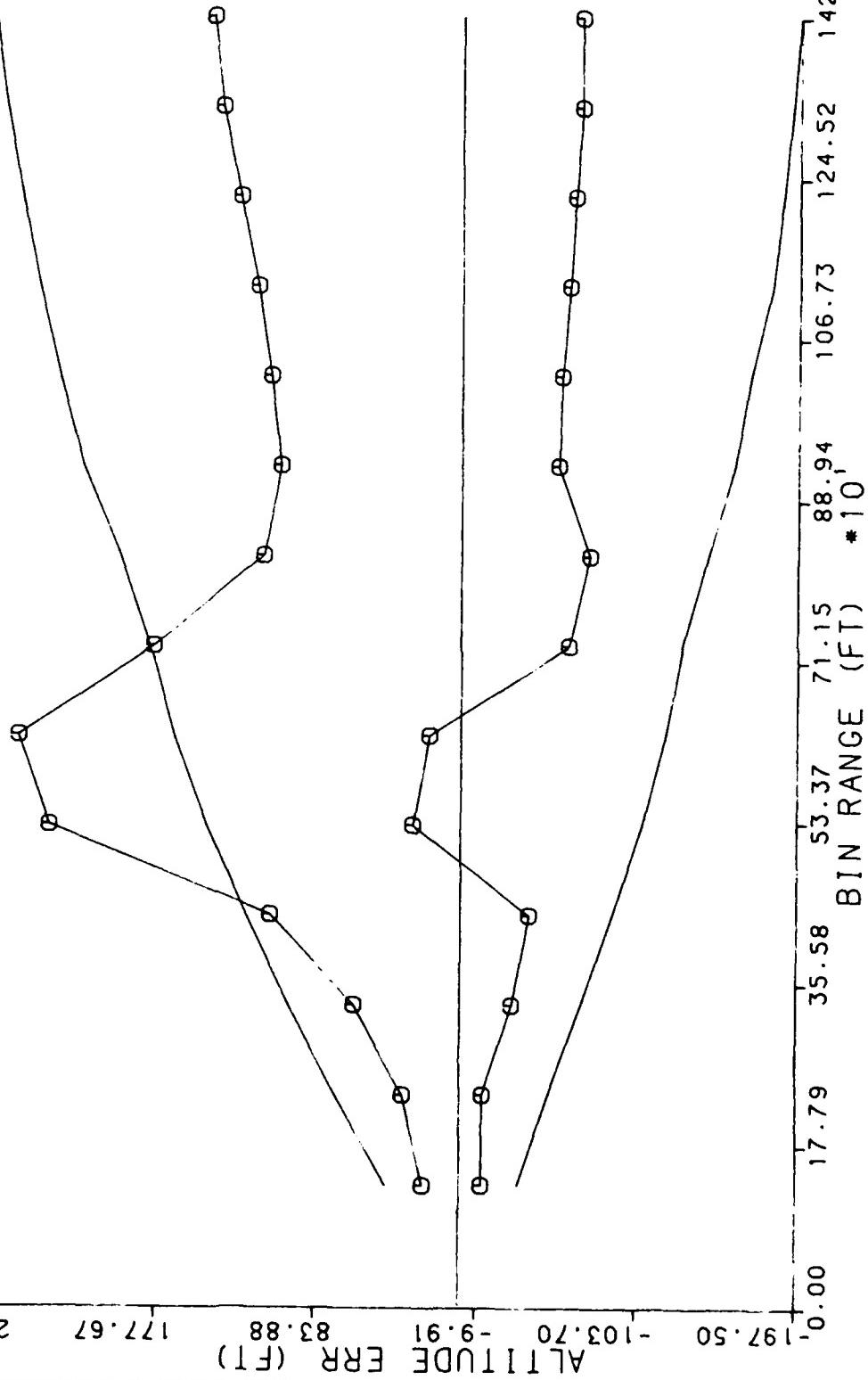
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.999% PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 (O) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 (\*) INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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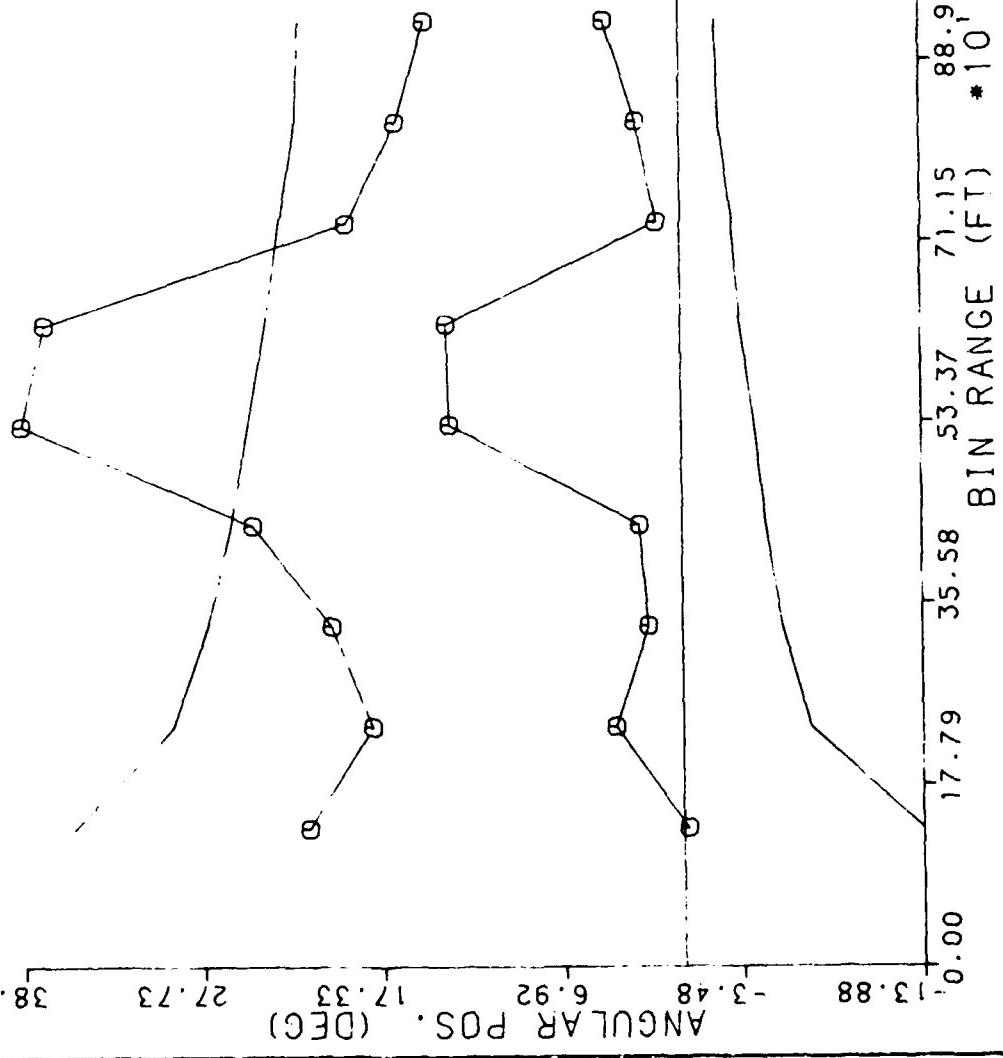
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

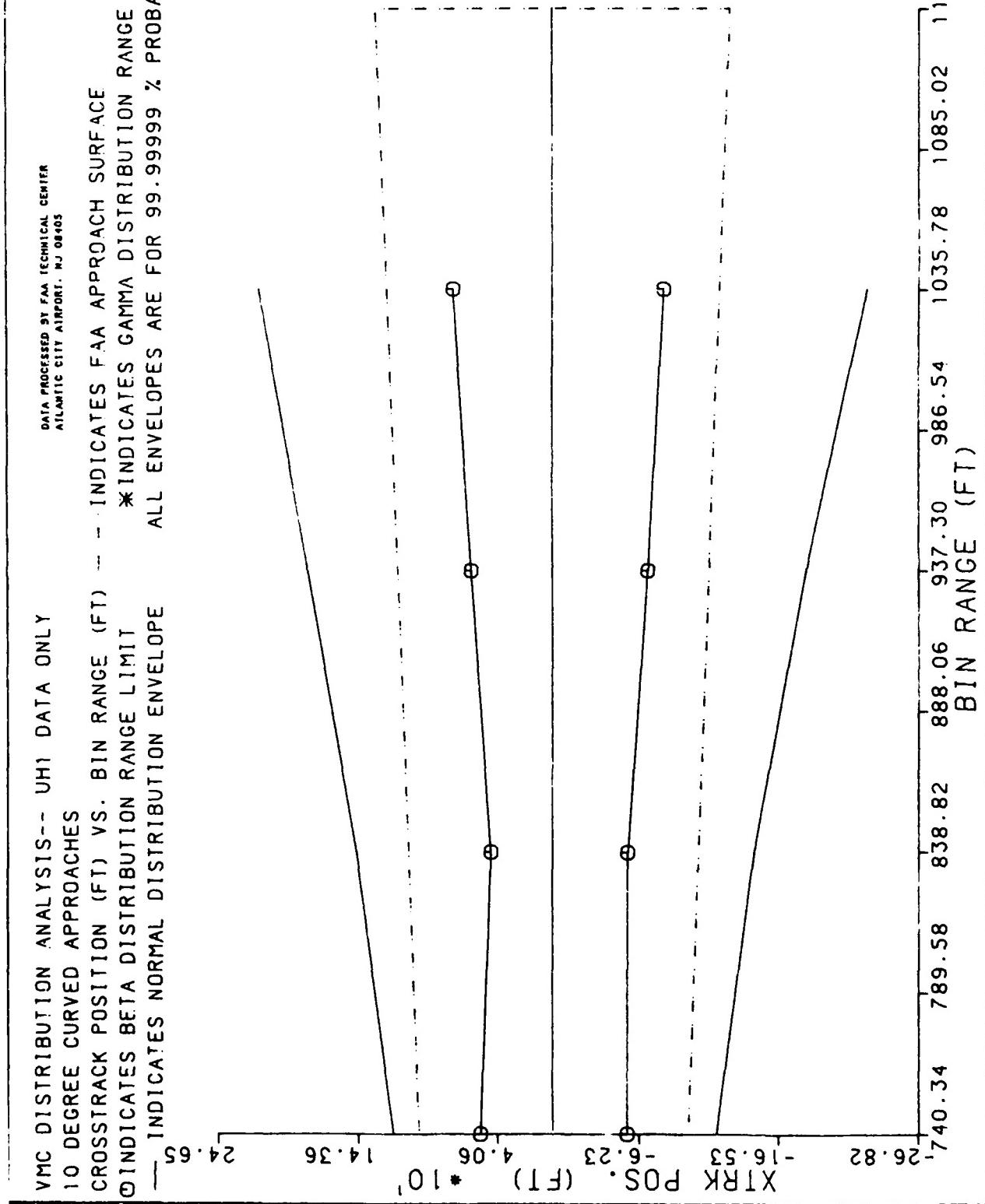
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED APPROACHES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

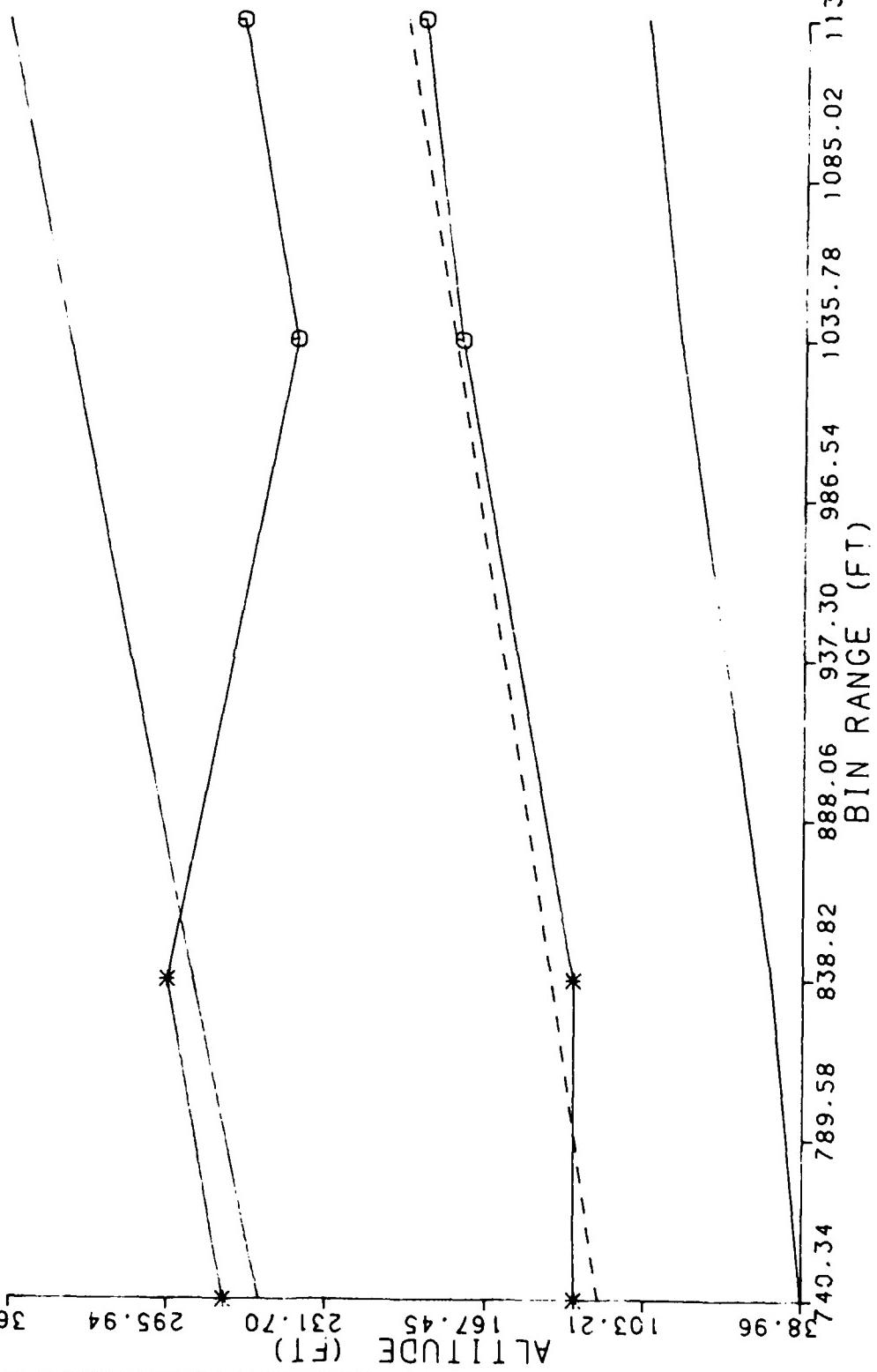


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

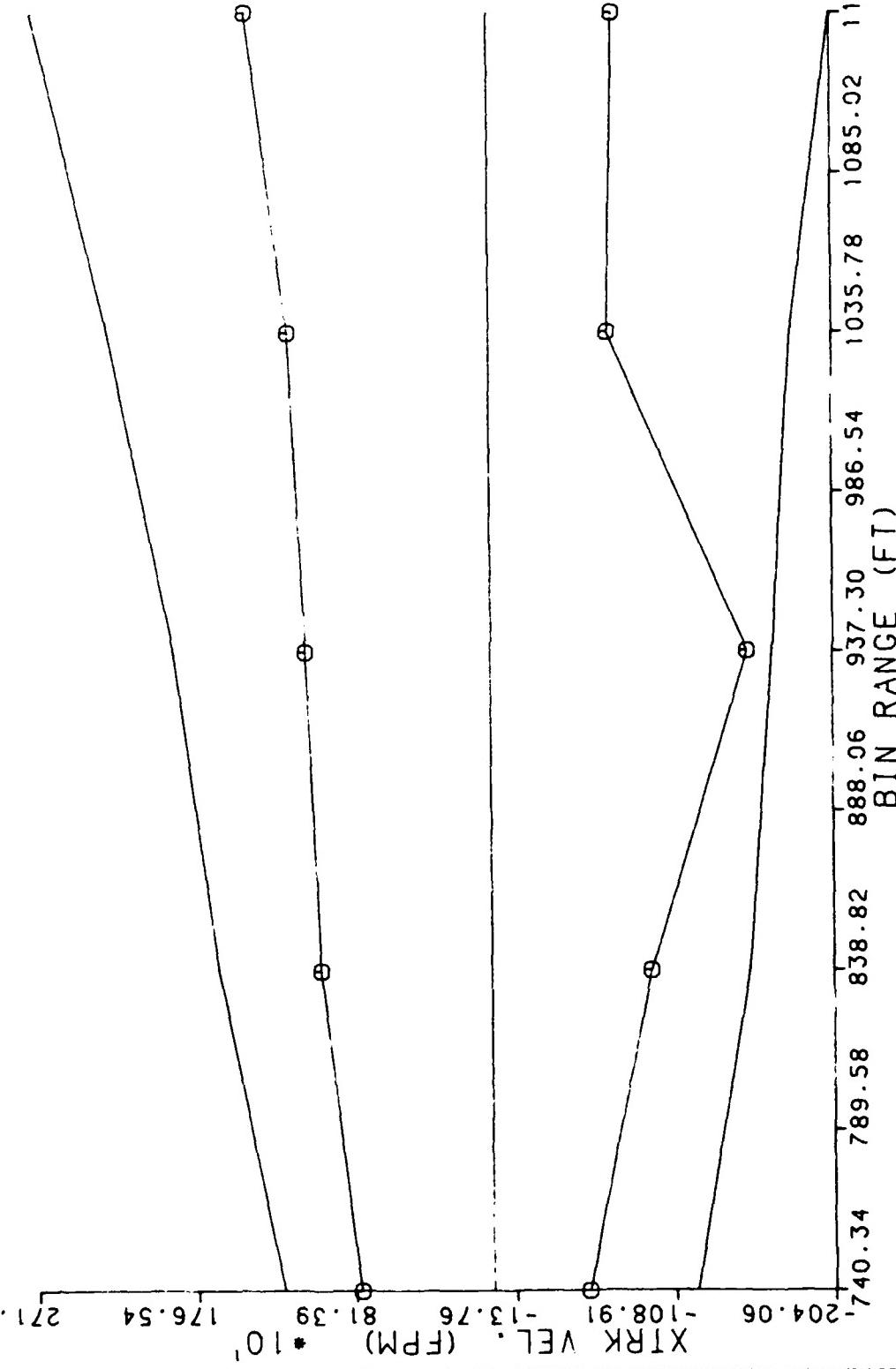
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED APPROACHES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*1 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

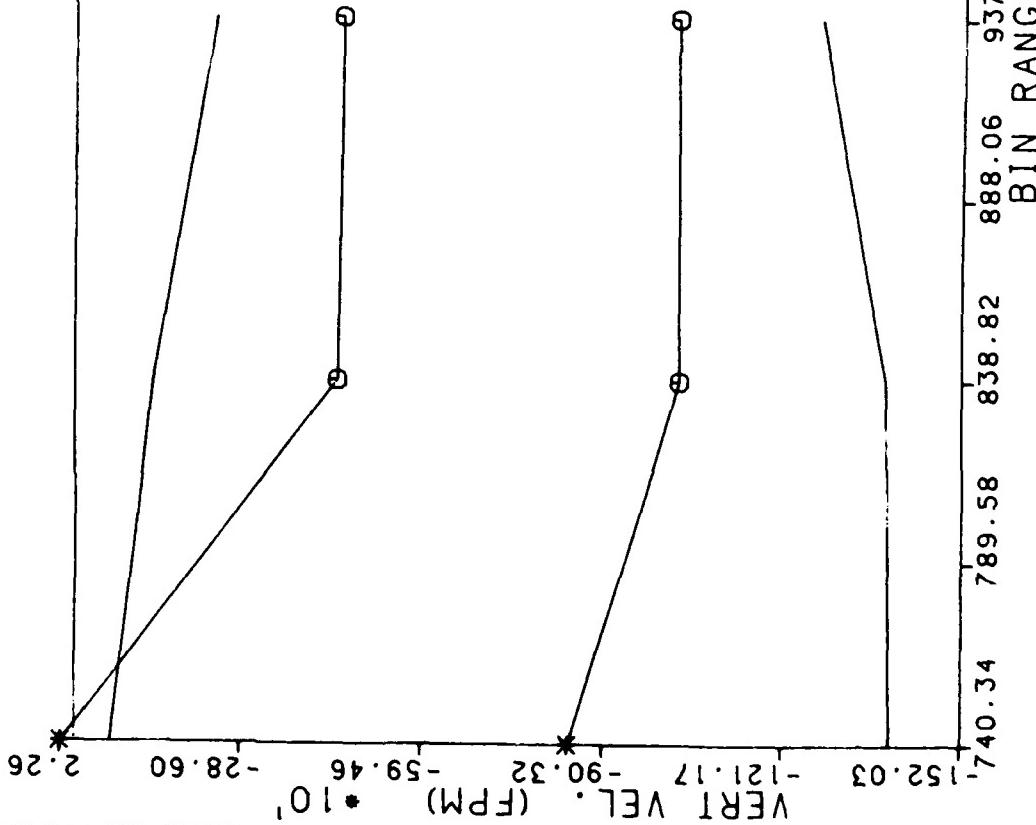
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ATRK VEL. (FPM) * 10 <sup>2</sup>	-75.61	-61.54	-47.47	-33.40	-19.33	-5.25			
BIN RANGE (FT)	740.34	789.58	838.82	888.06	937.30	986.54	1035.78	1085.02	1134.26

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)

Θ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

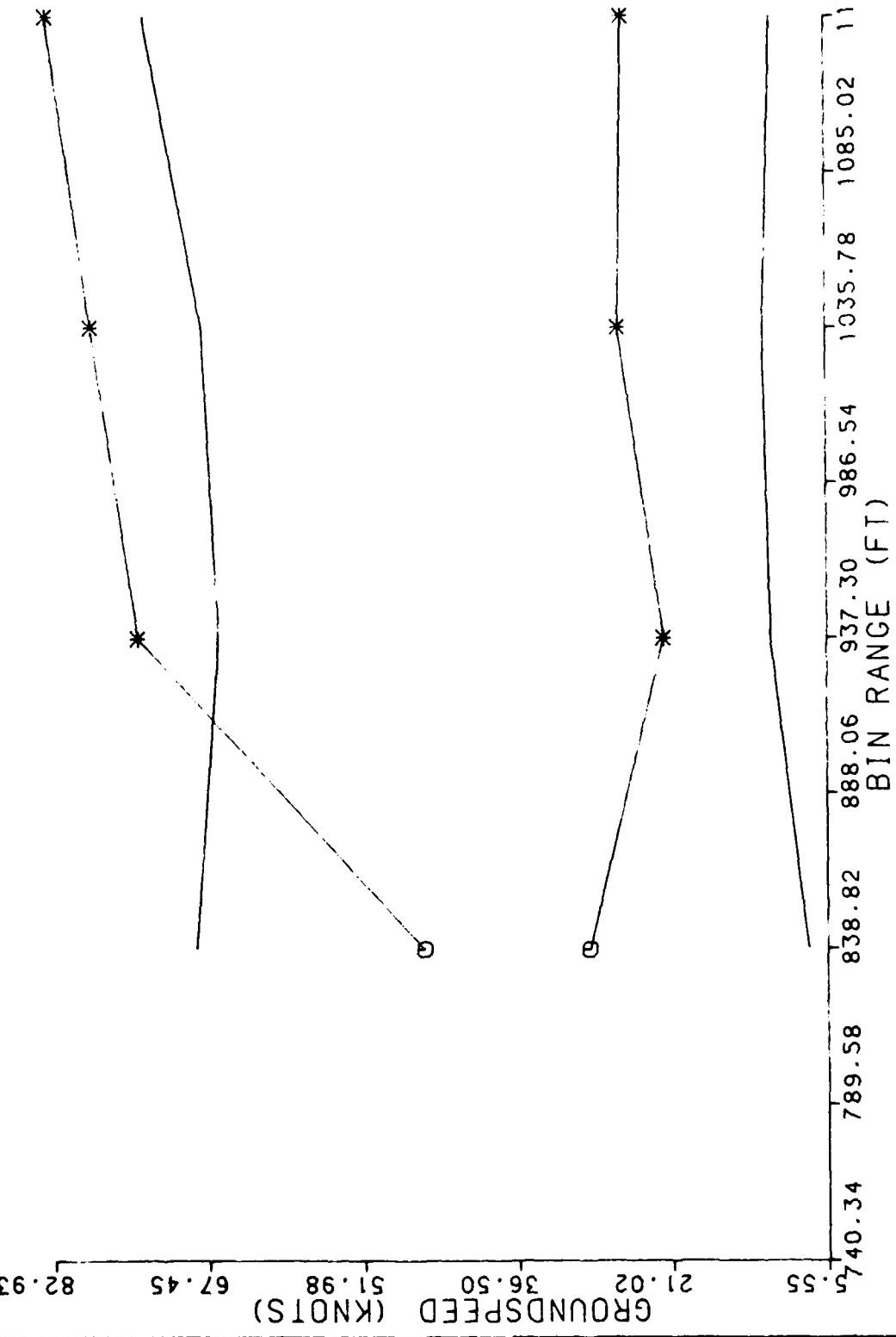
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
 — INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

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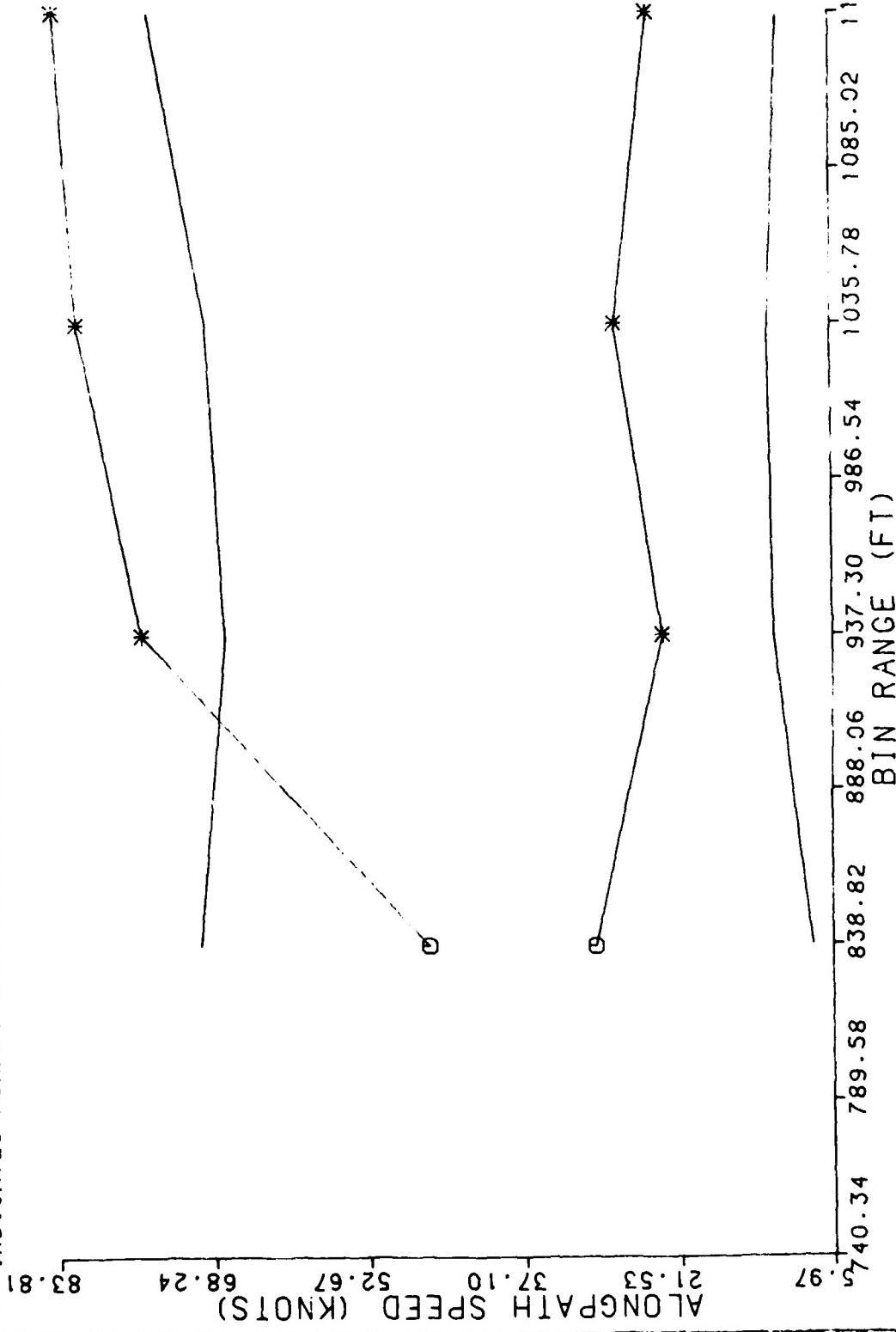
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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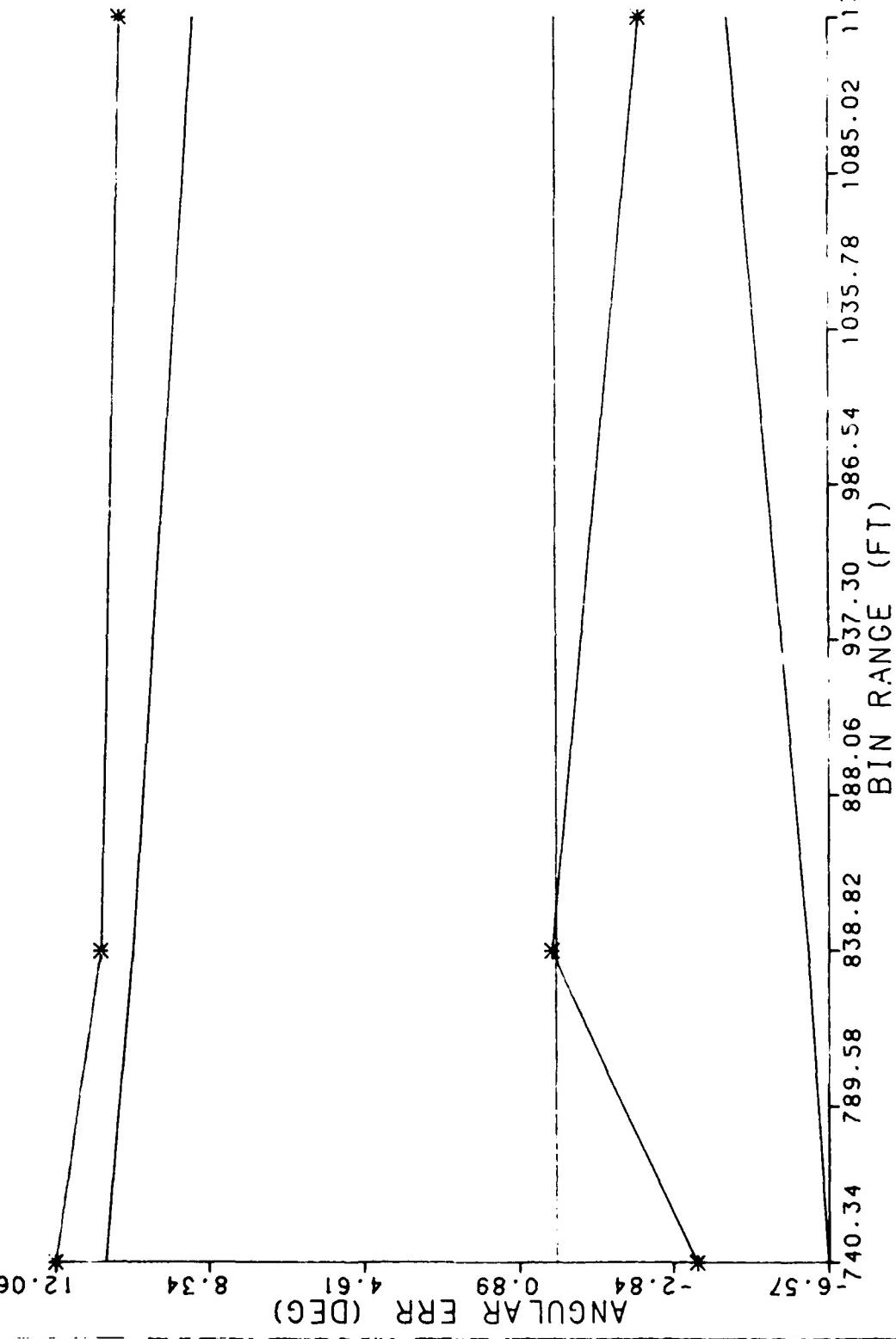
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

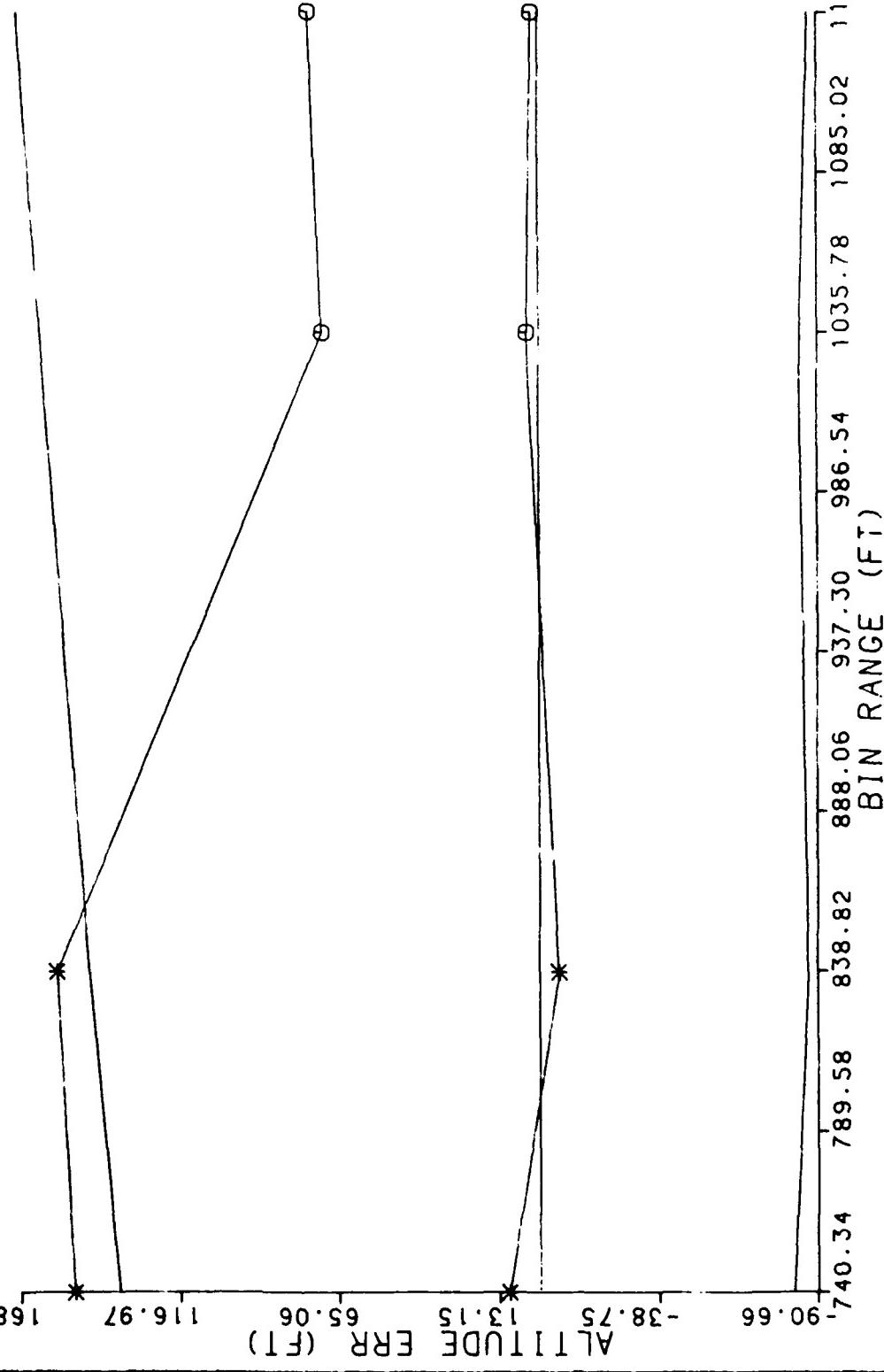
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
→ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

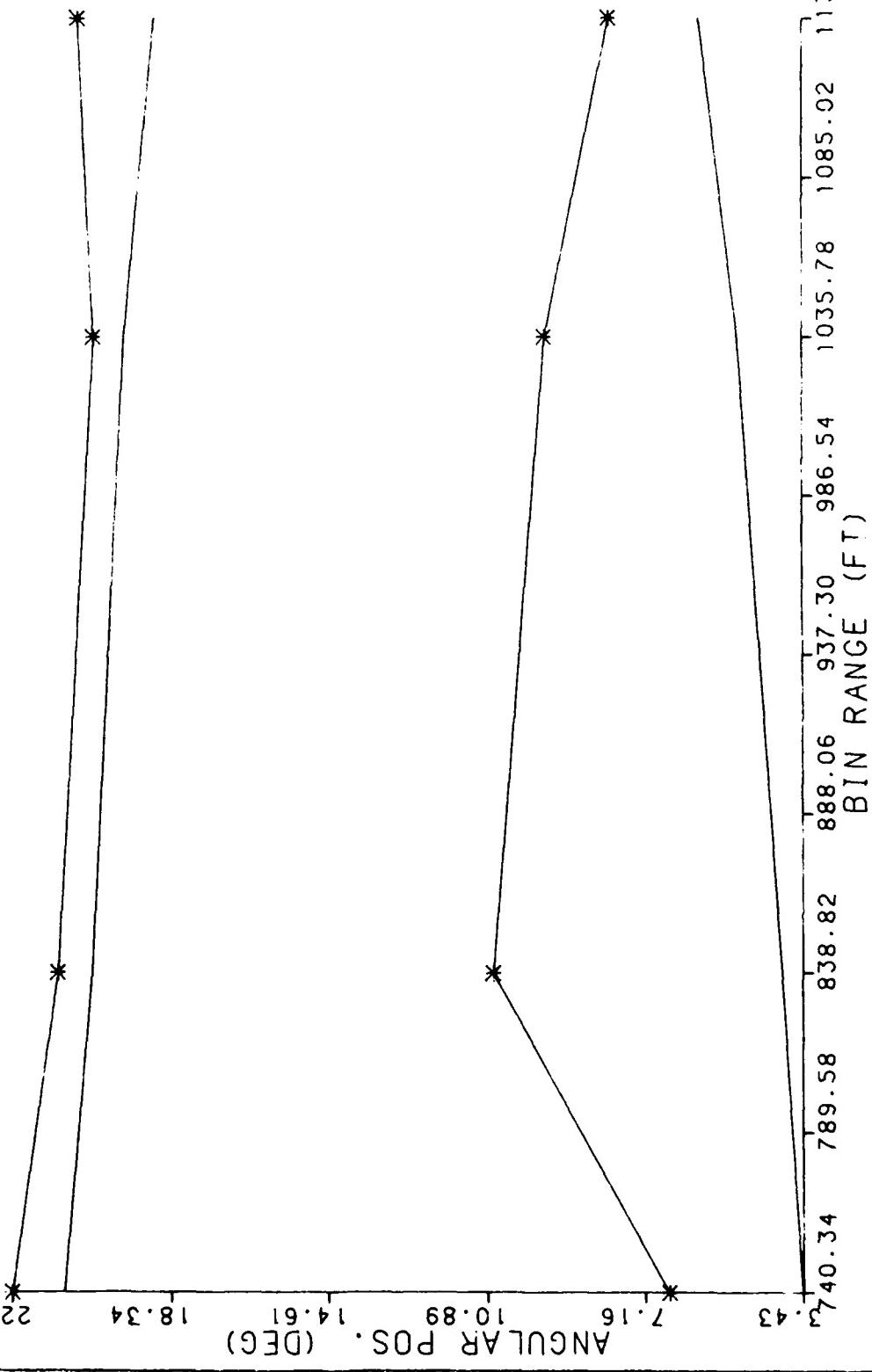
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



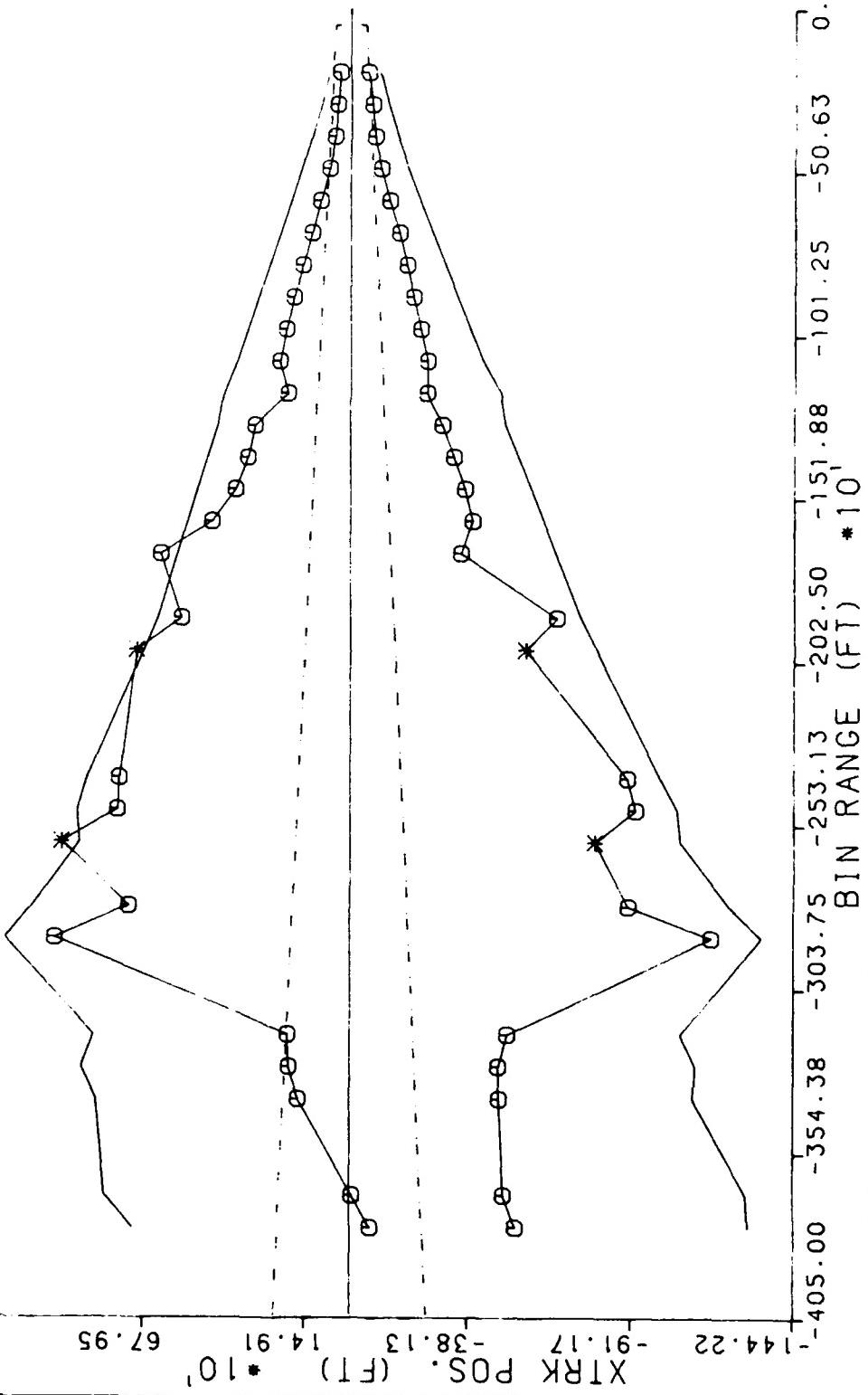
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



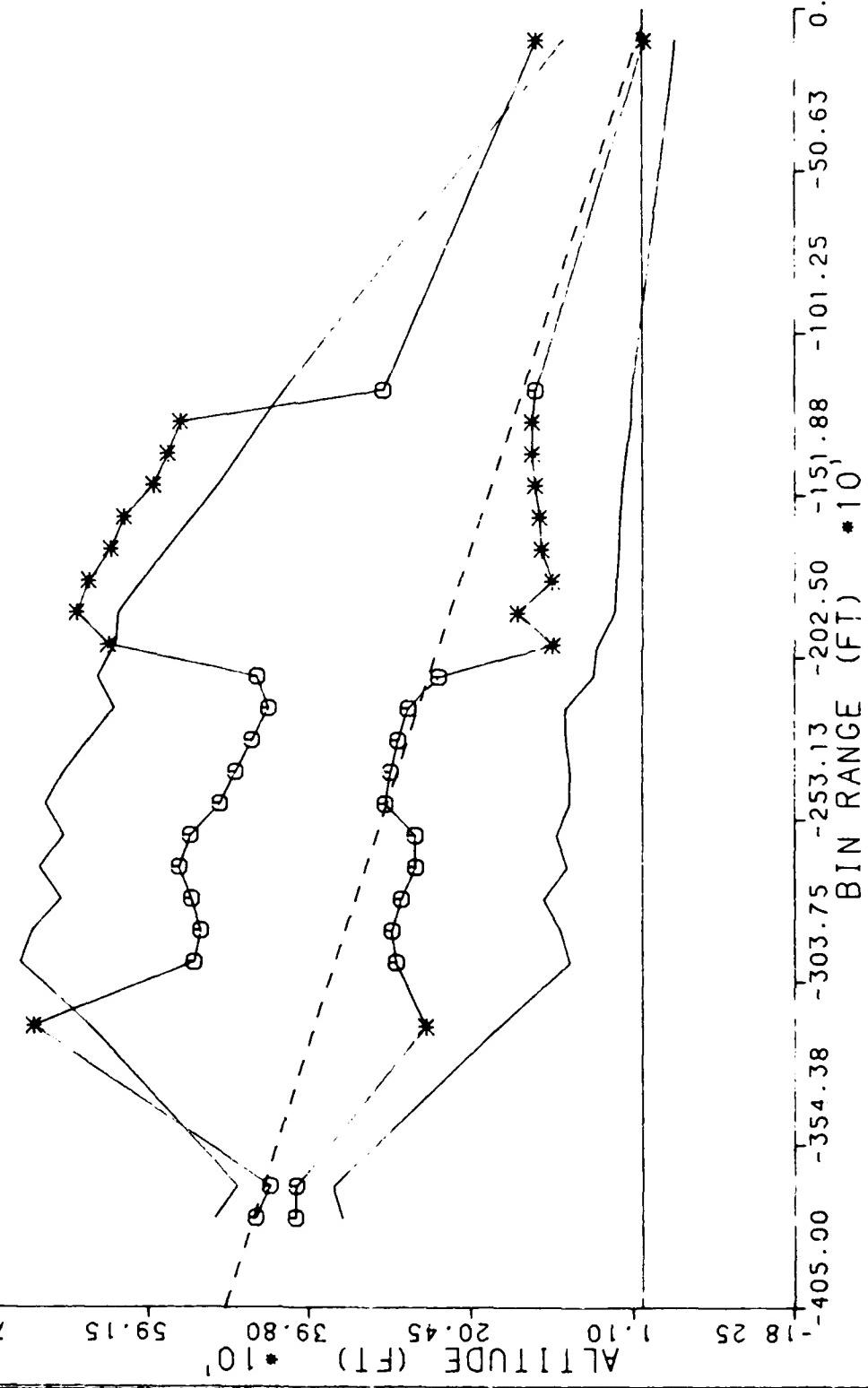
VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 CROSSTRAK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 -96--99 INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

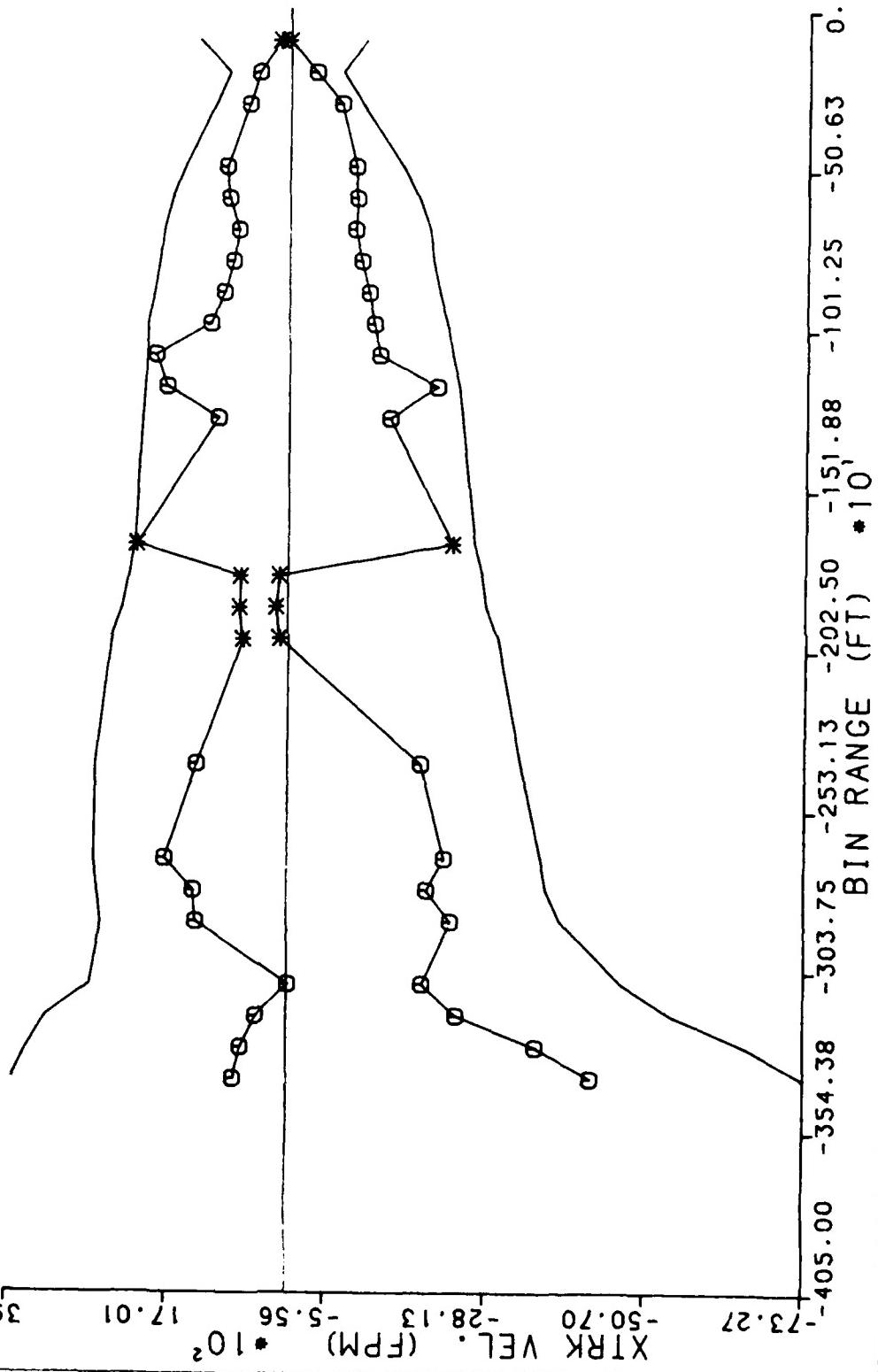
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ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT: NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

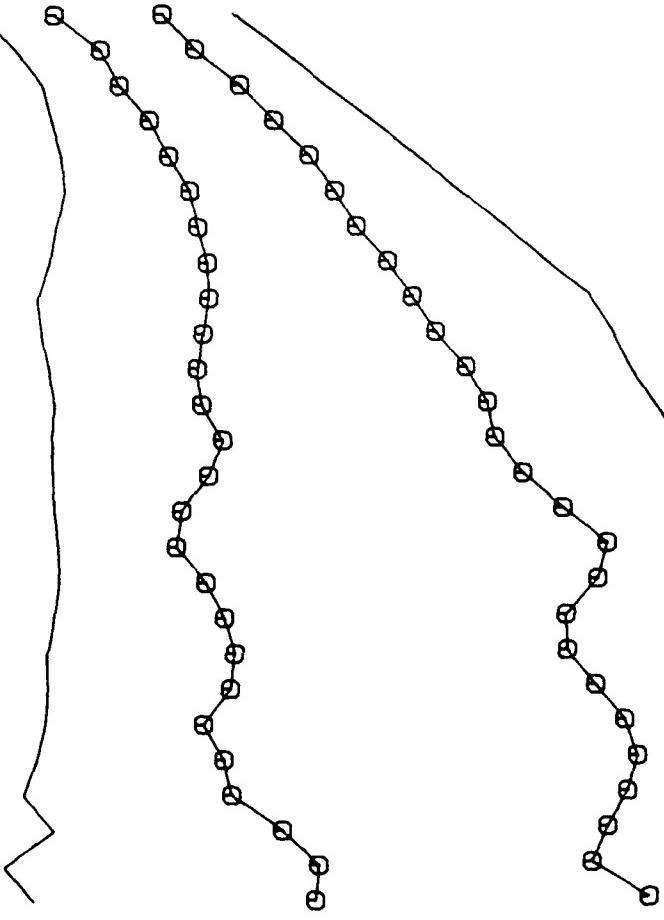


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

ATRK VEL. (FPM) \* 10<sup>2</sup>  
 -99.48    -78.12    -56.77    -35.42    -14.06    7.29

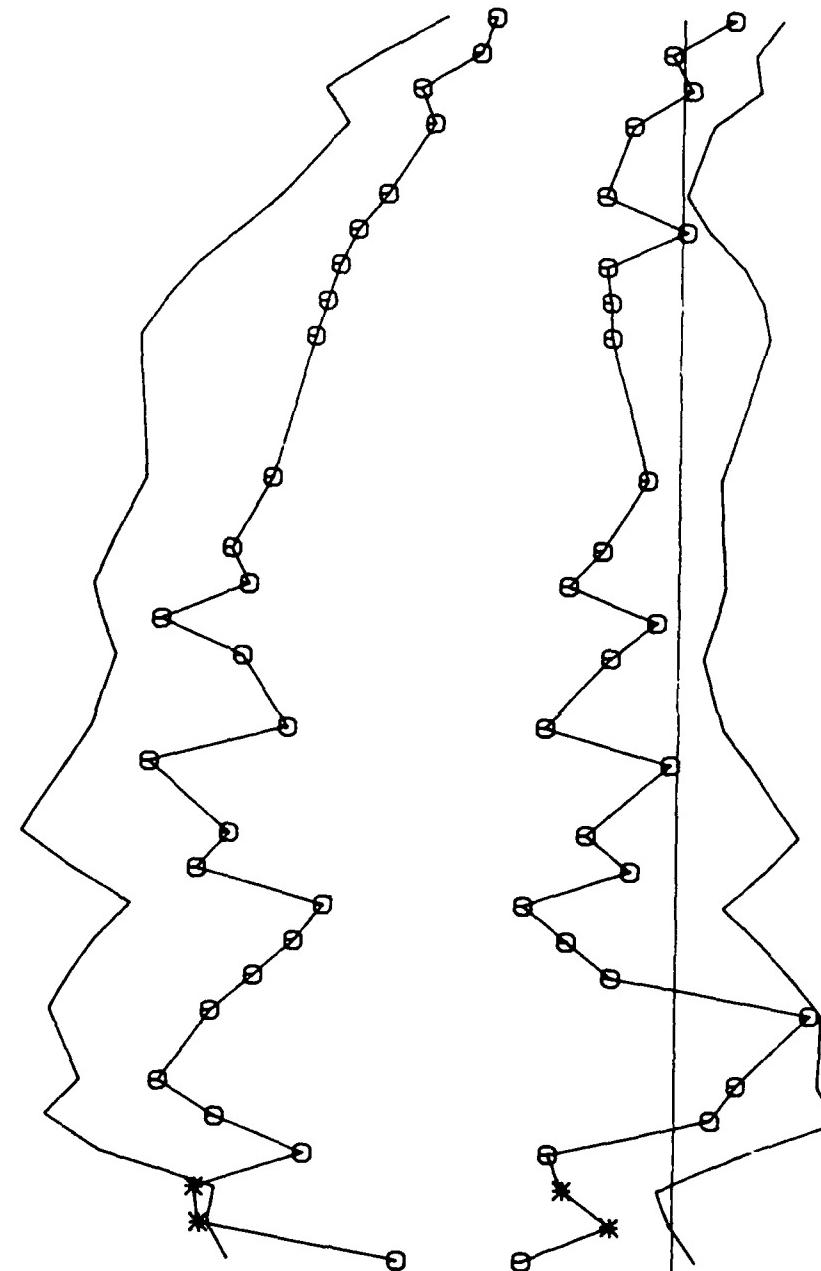


BIN RANGE (FT)	ATRK VEL. (FPM) * 10 <sup>2</sup>
-405.00	-354.38
-303.75	-253.13
-202.50	-151.88
-101.25	-50.63
10'	0.00

VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

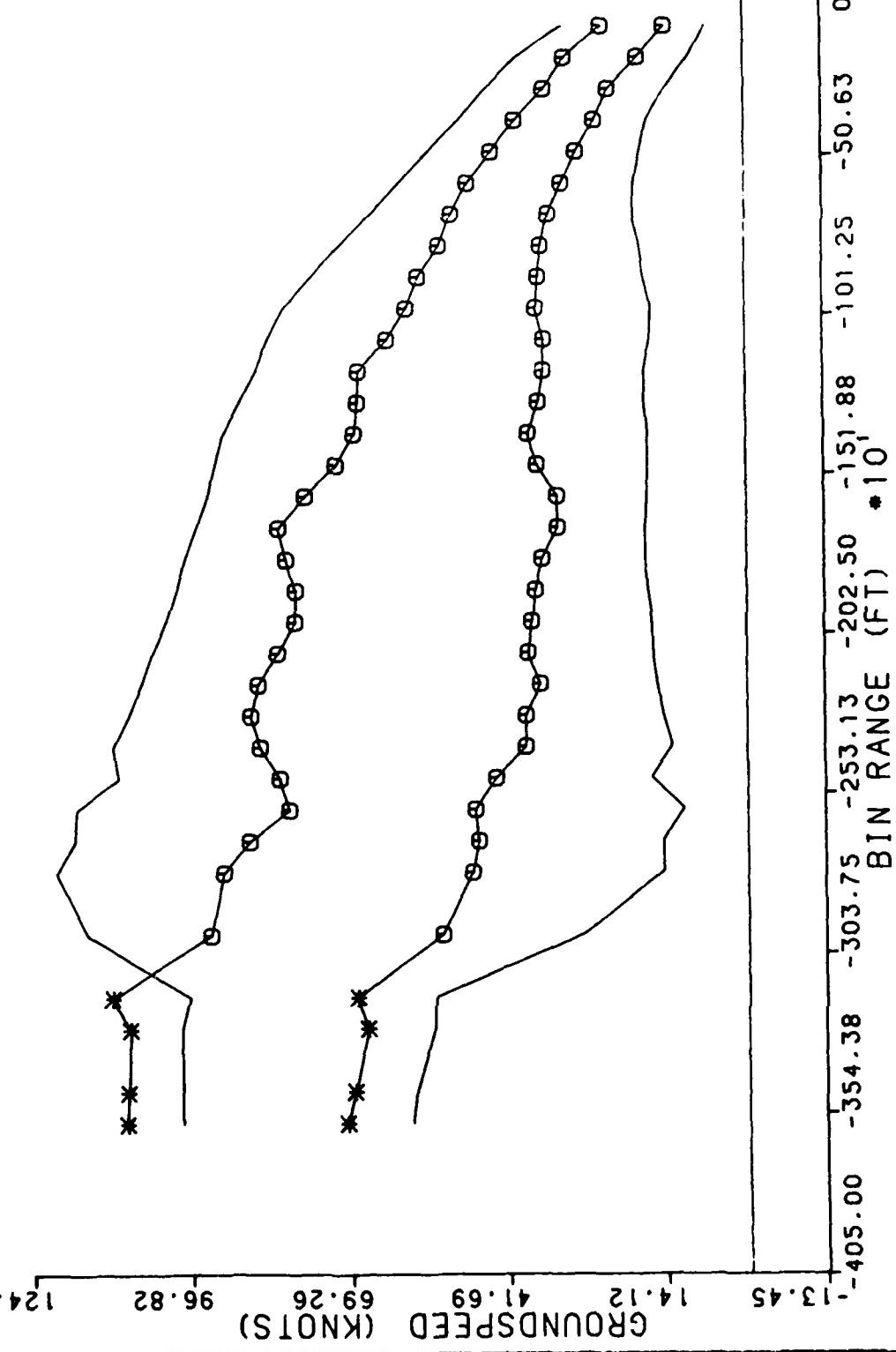


-405.00	-354.38	-303.75	-253.13	-202.50	-151.88	-101.25	-50.63	0.00
BIN RANGE (FT)		* 10 <sup>4</sup>		* 10 <sup>4</sup>		* 10 <sup>4</sup>		

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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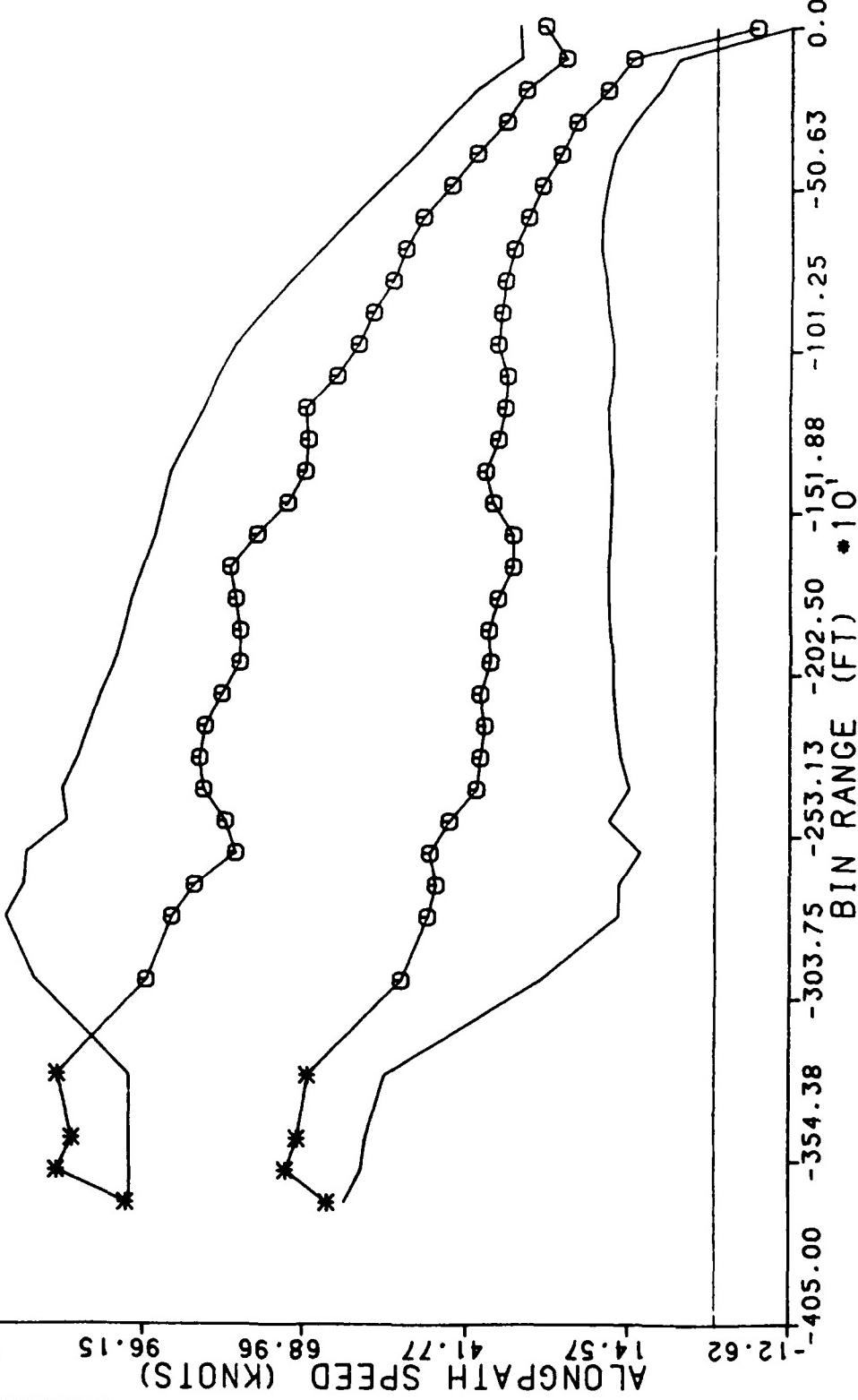
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
—INDICATES BETA DISTRIBUTION RANGE LIMIT  
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

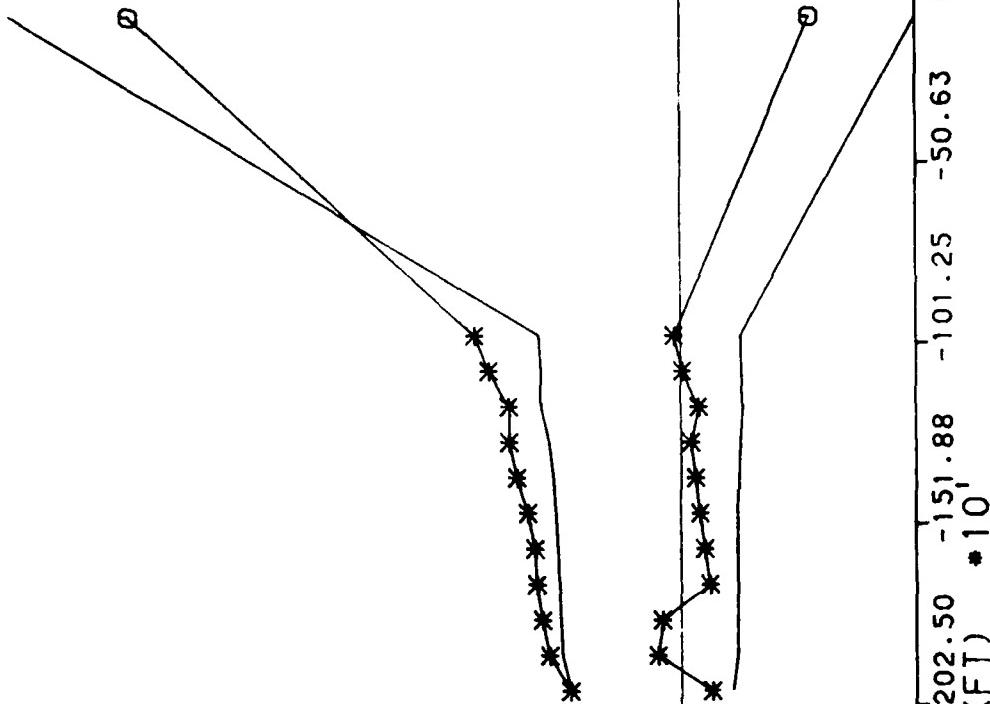


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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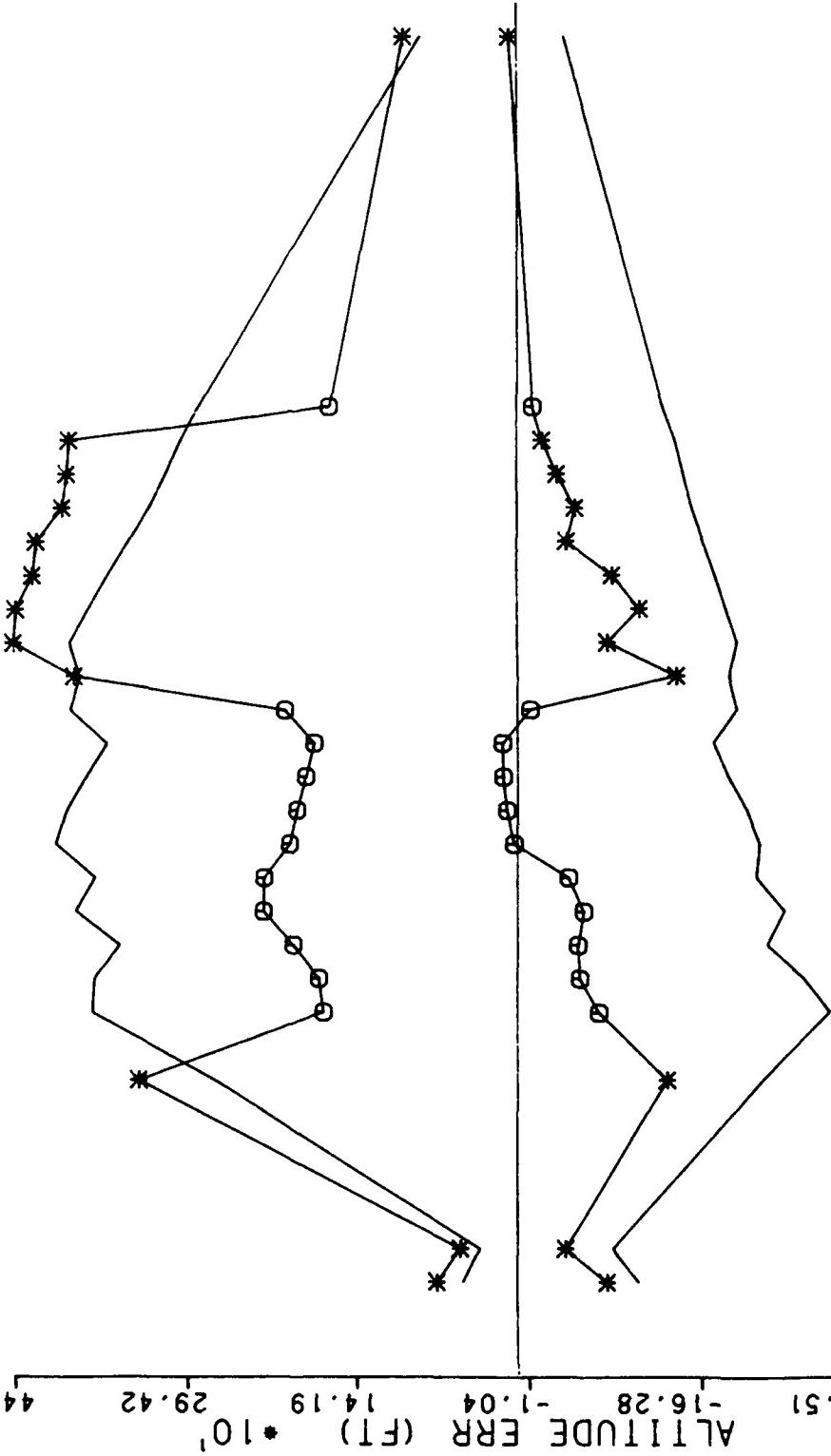
-24.35 -5.82 12.71 31.25 49.78 68.35 -405.00 -354.38 -303.75 -253.13 -202.50 -151.88 -101.25 -50.63 0.00  
BIN RANGE (FT)



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

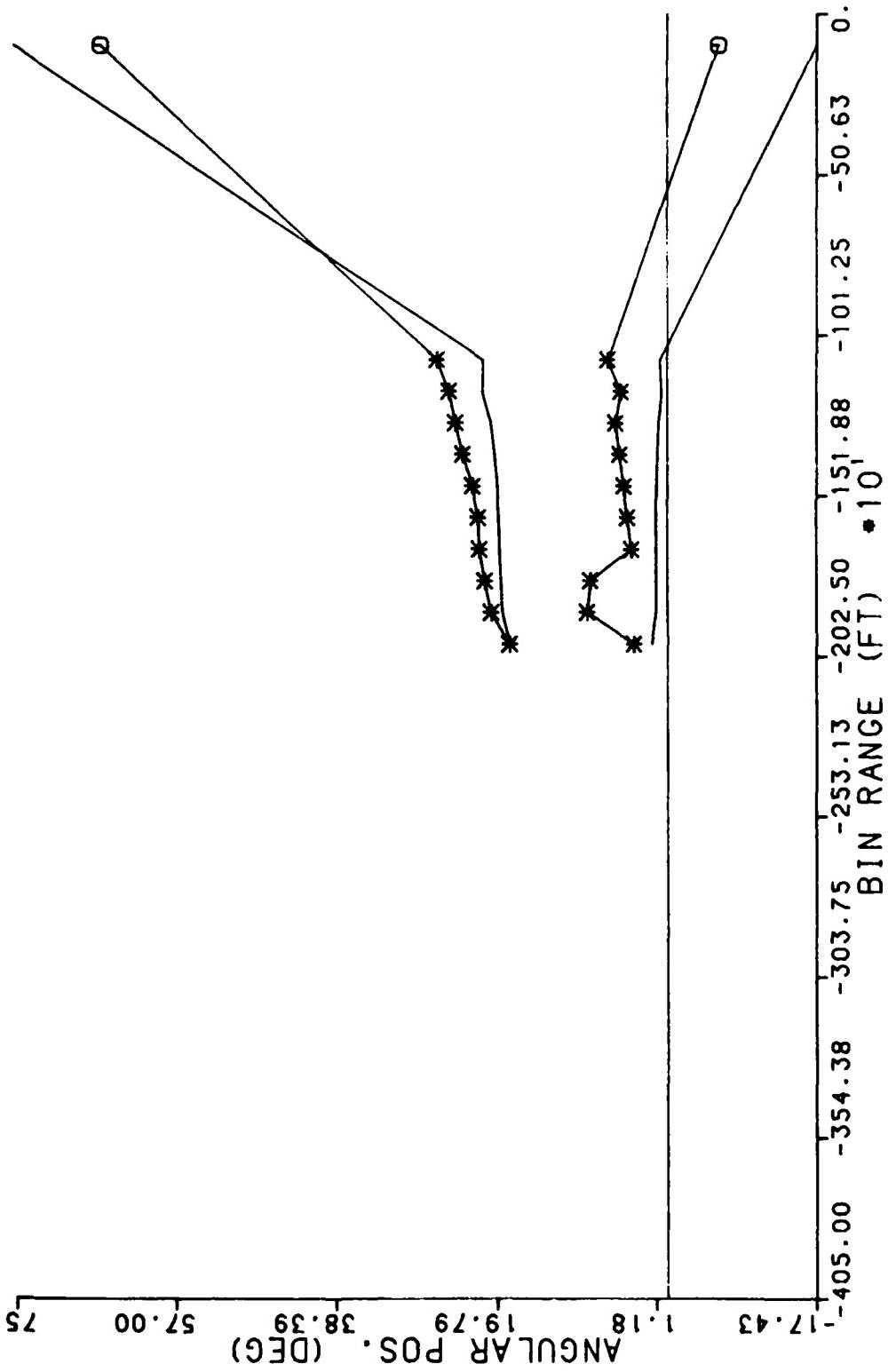


ALTITUDE ERROR (FT) \* 10<sup>3</sup>  
 BIN RANGE (FT) \* 10<sup>3</sup>

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

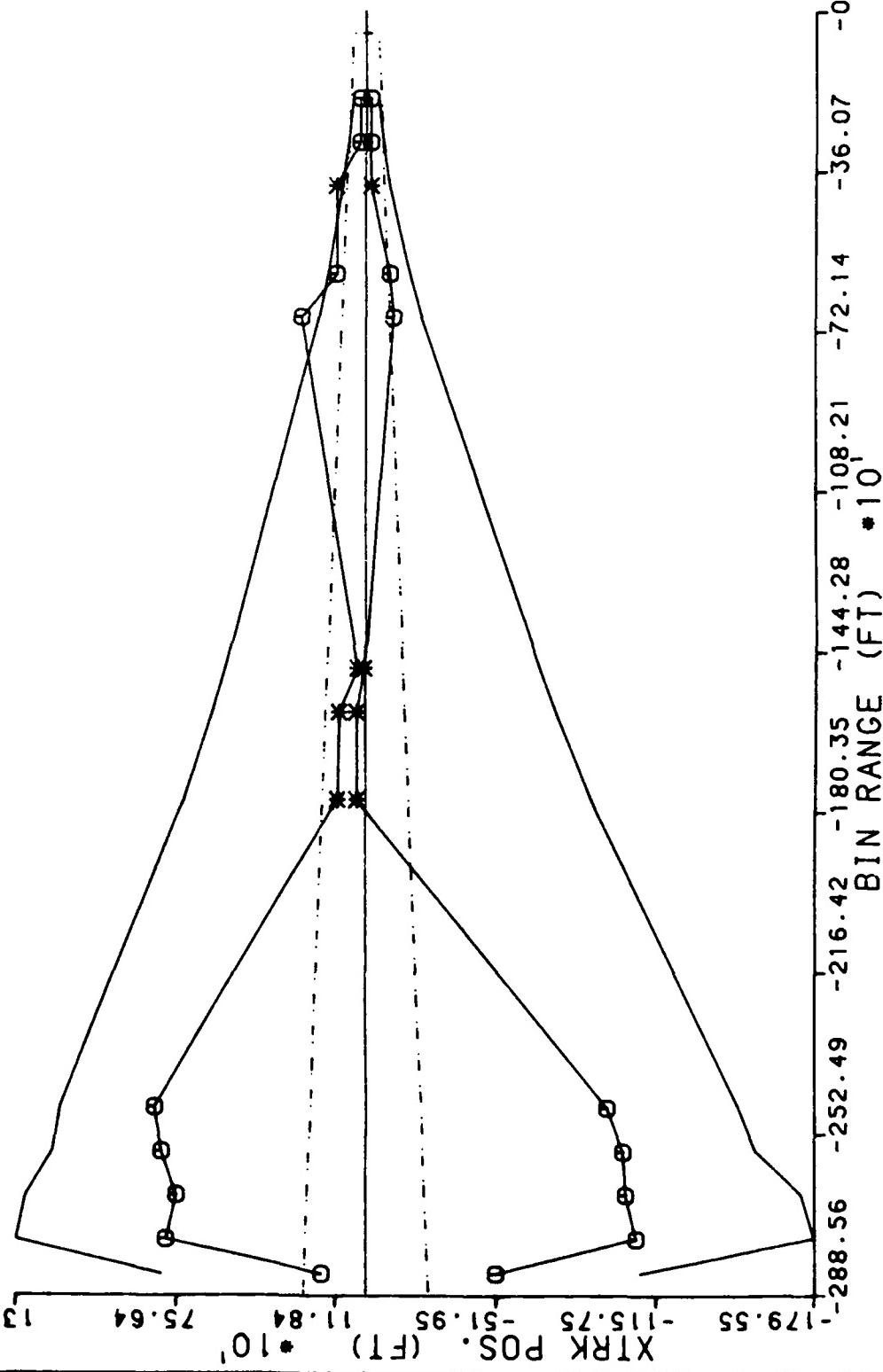
DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- - INDICATES FAA APPROACH SURFACE  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 □ INDICATES NORMAL DISTRIBUTION ENVELOPE  
 \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

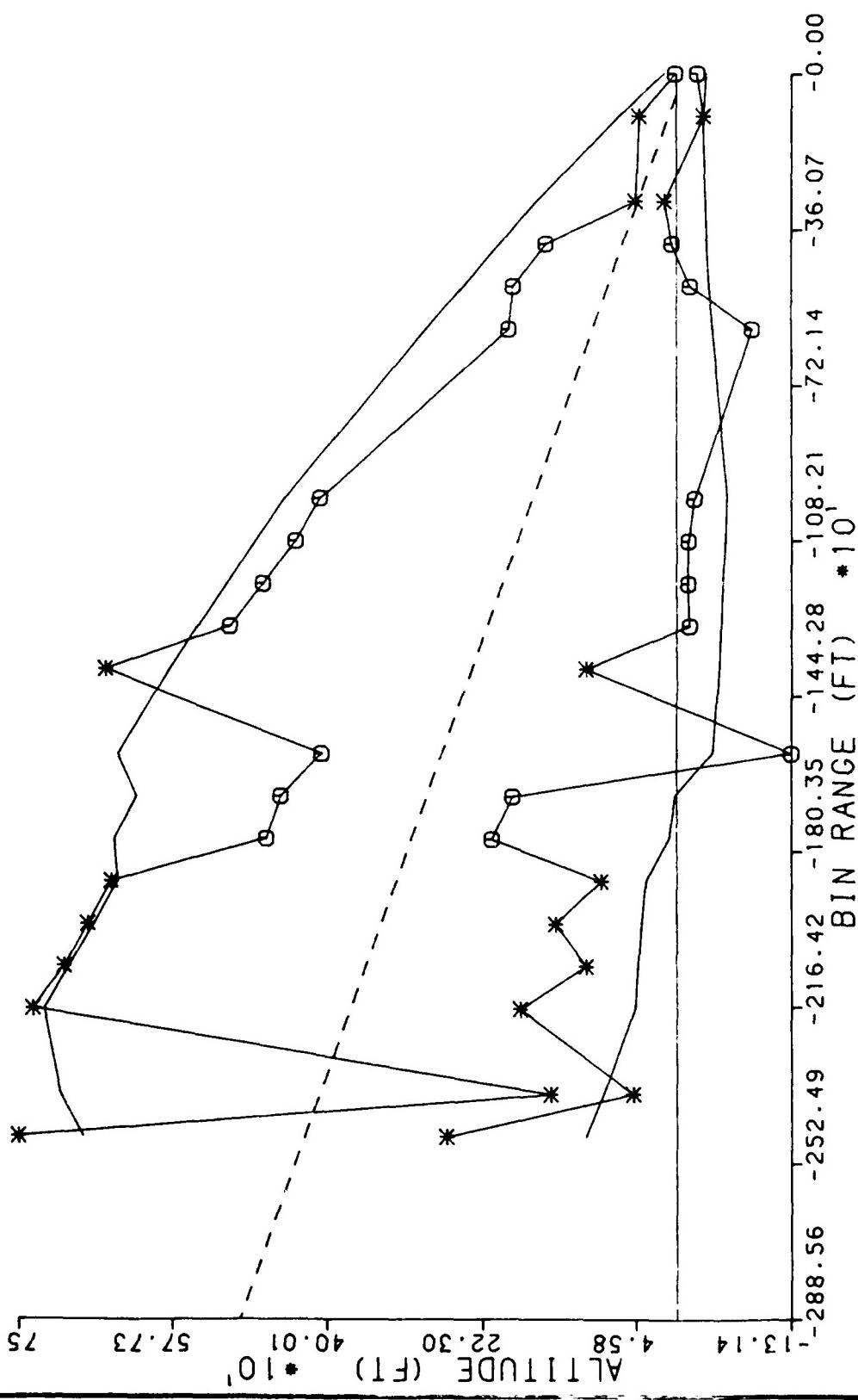
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VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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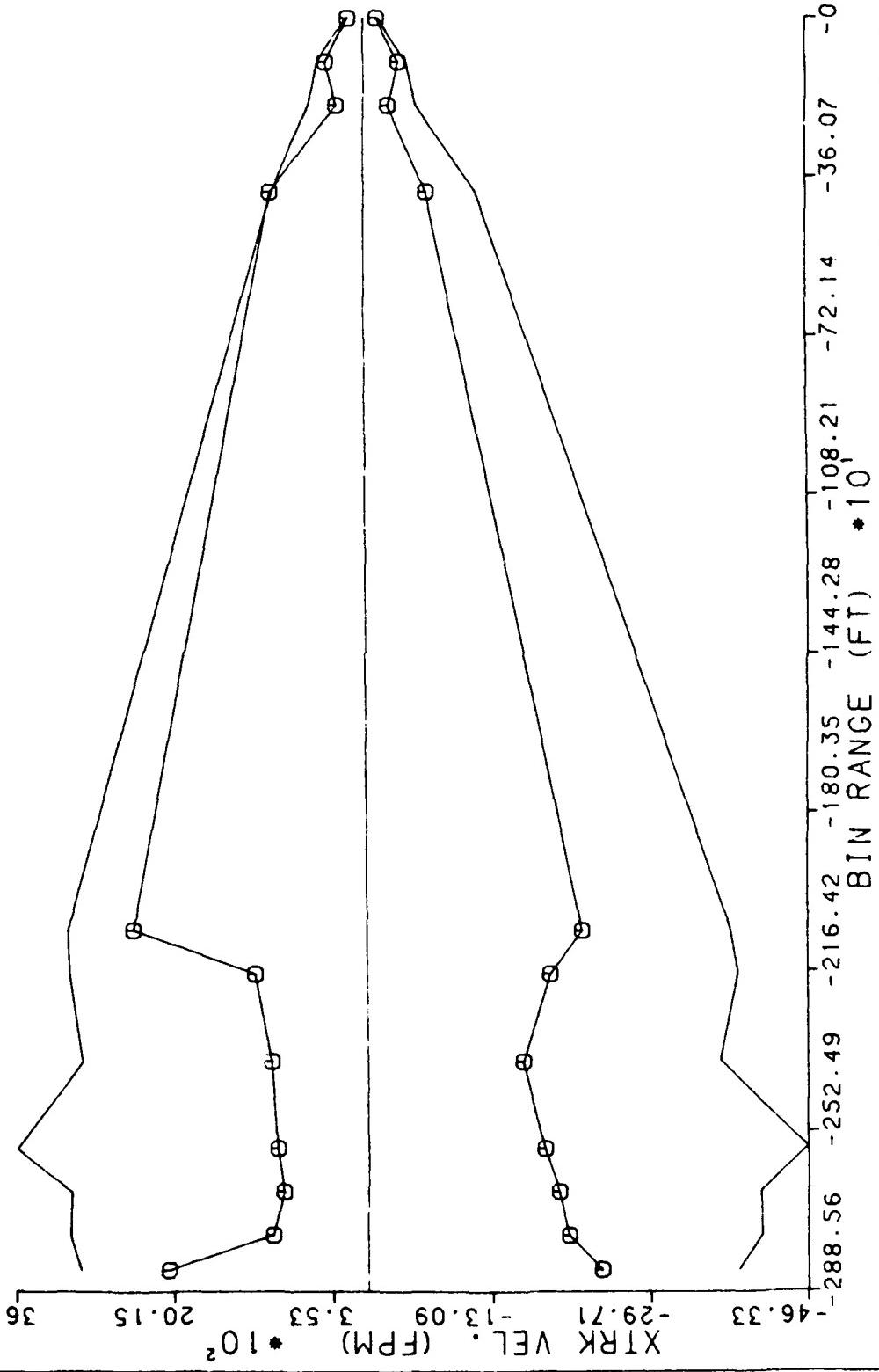
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAIRCHILD TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

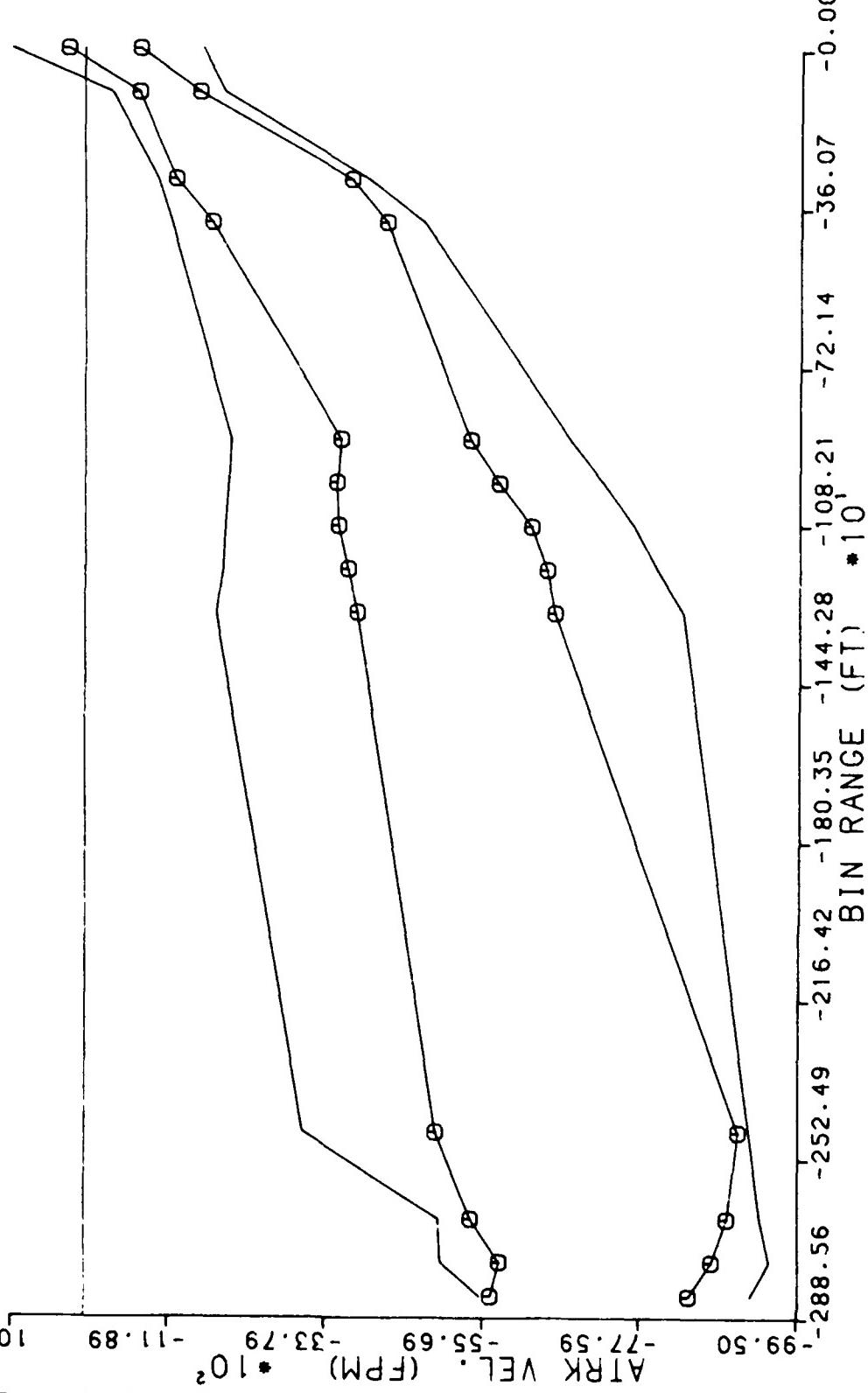
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

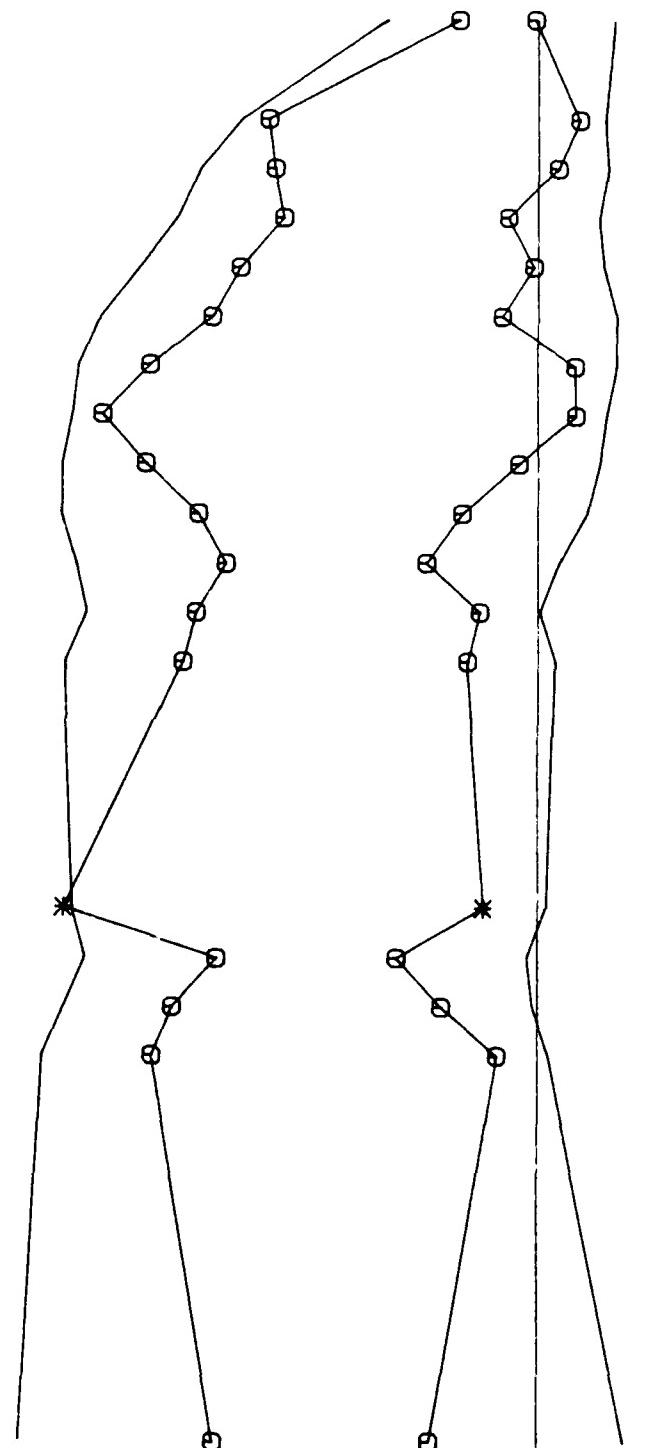


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
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—o— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

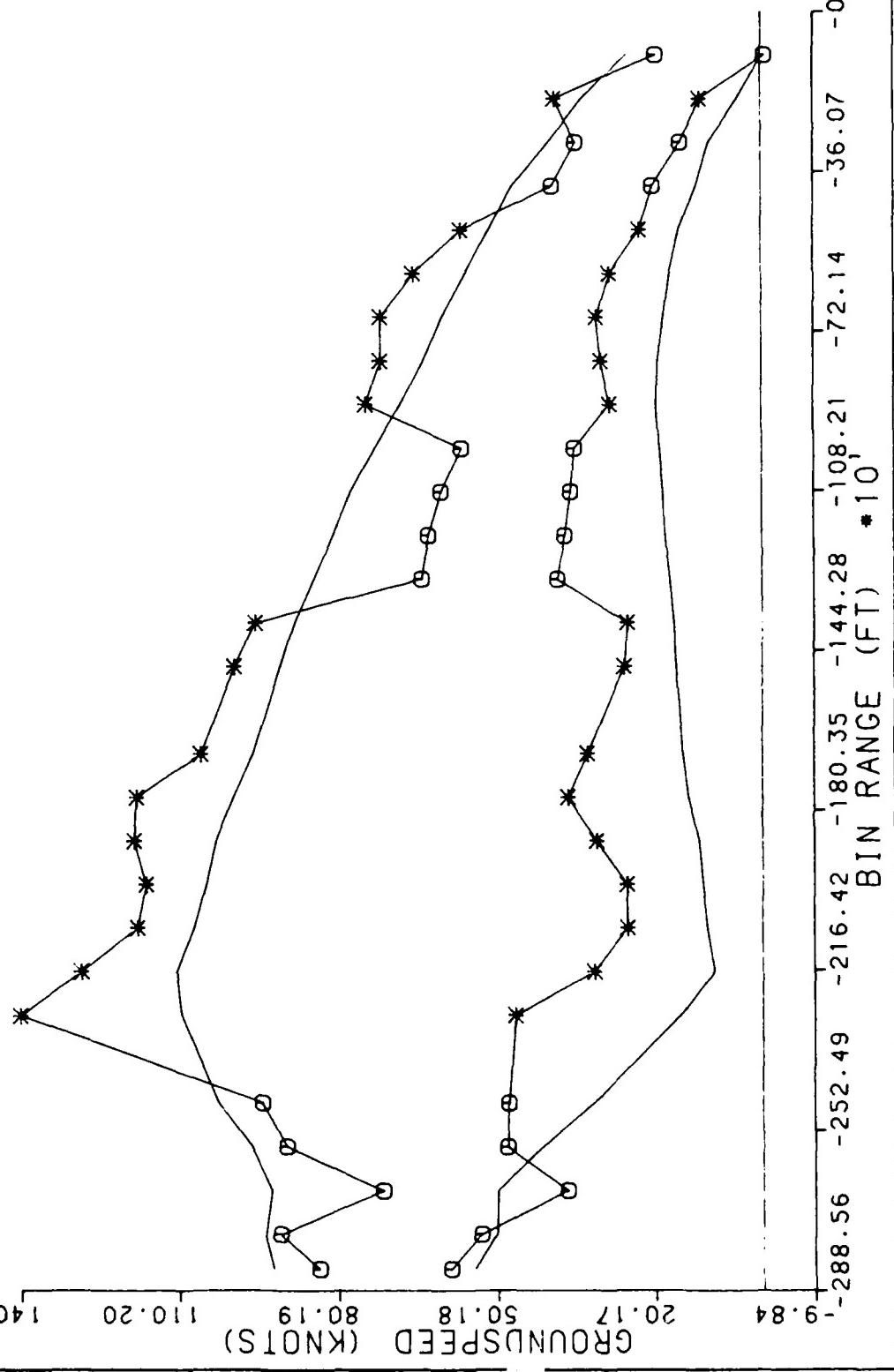
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BIN RANGE (FT) \* 10<sup>4</sup>



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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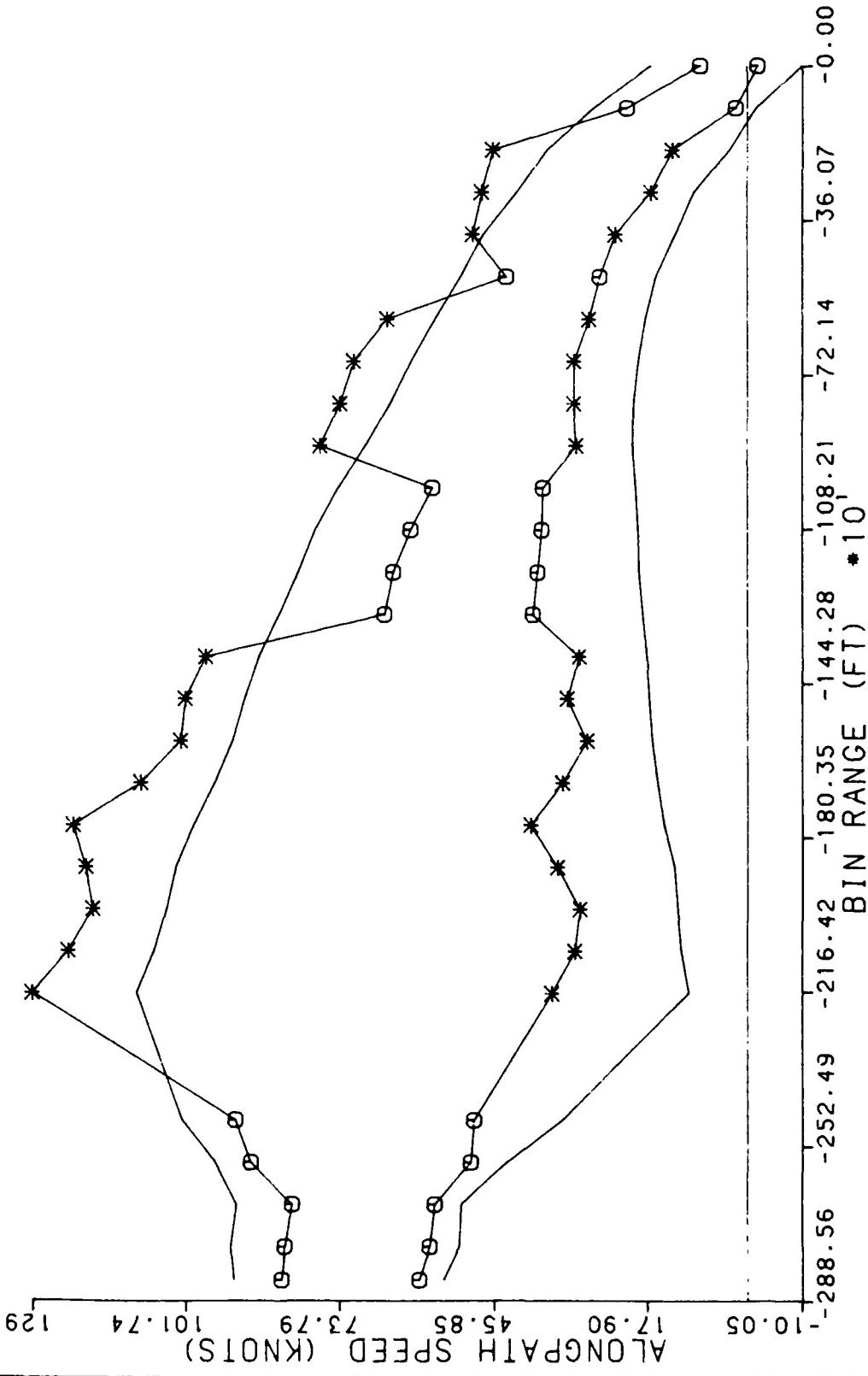
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 □ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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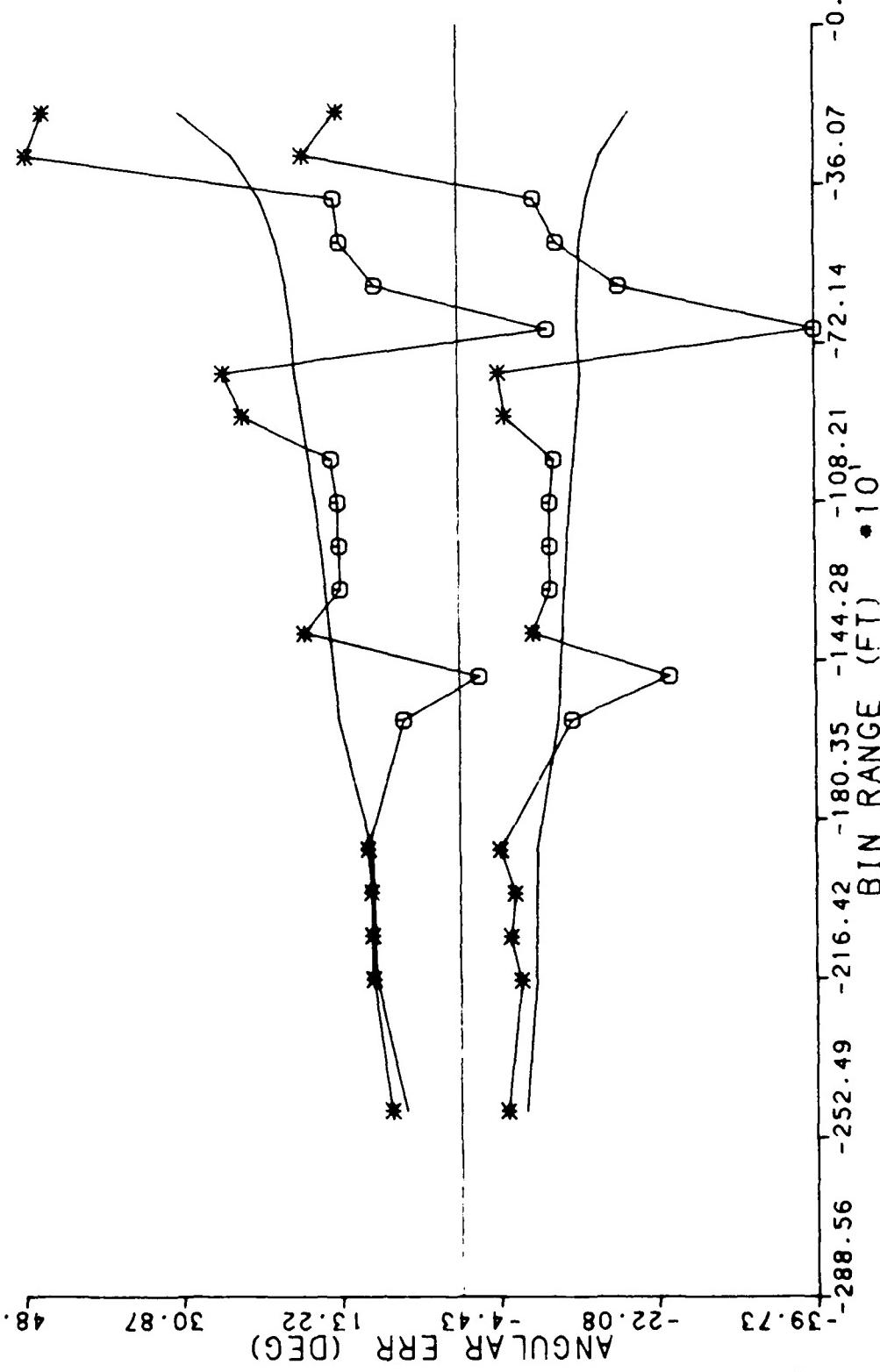
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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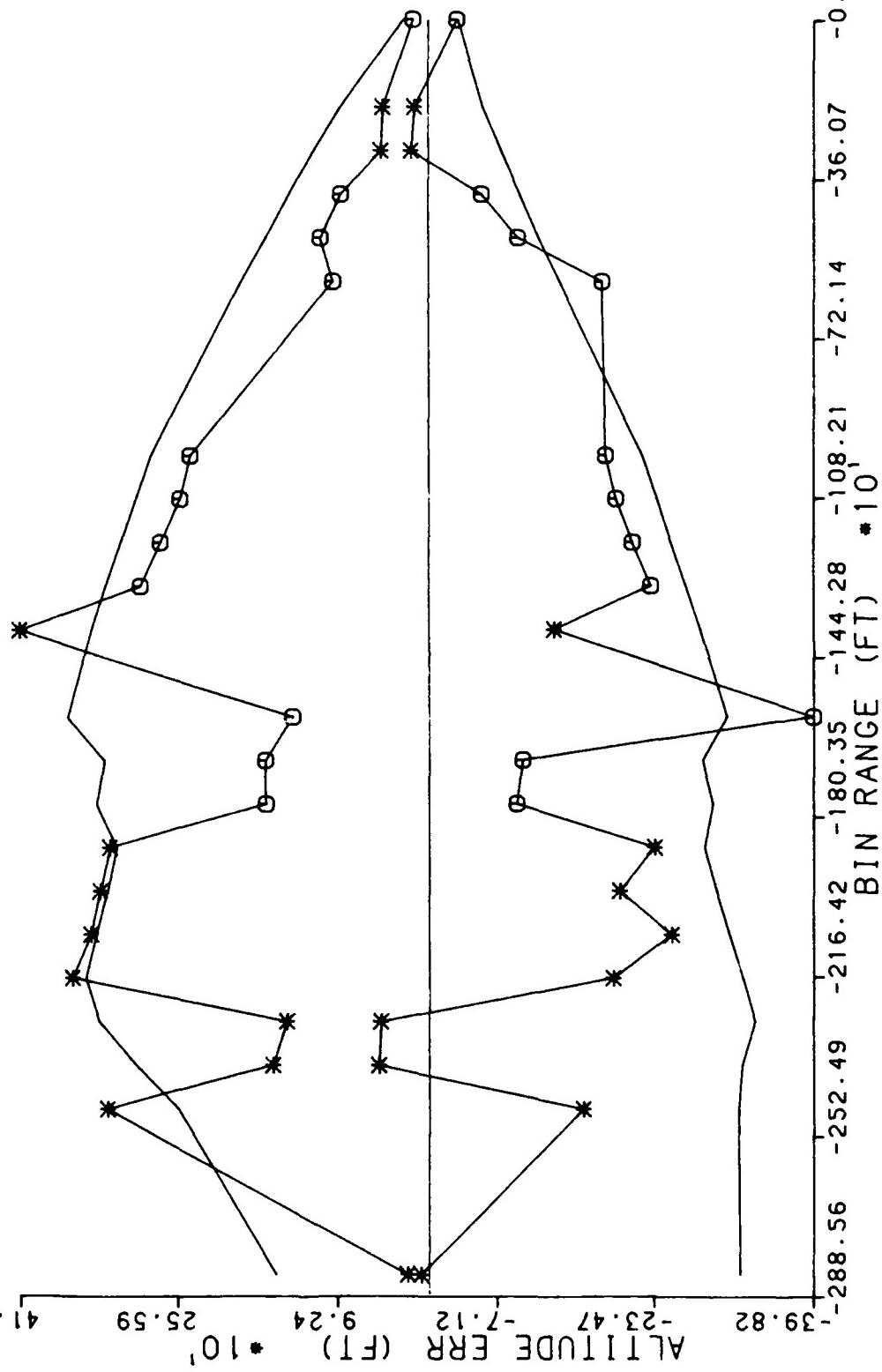
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 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

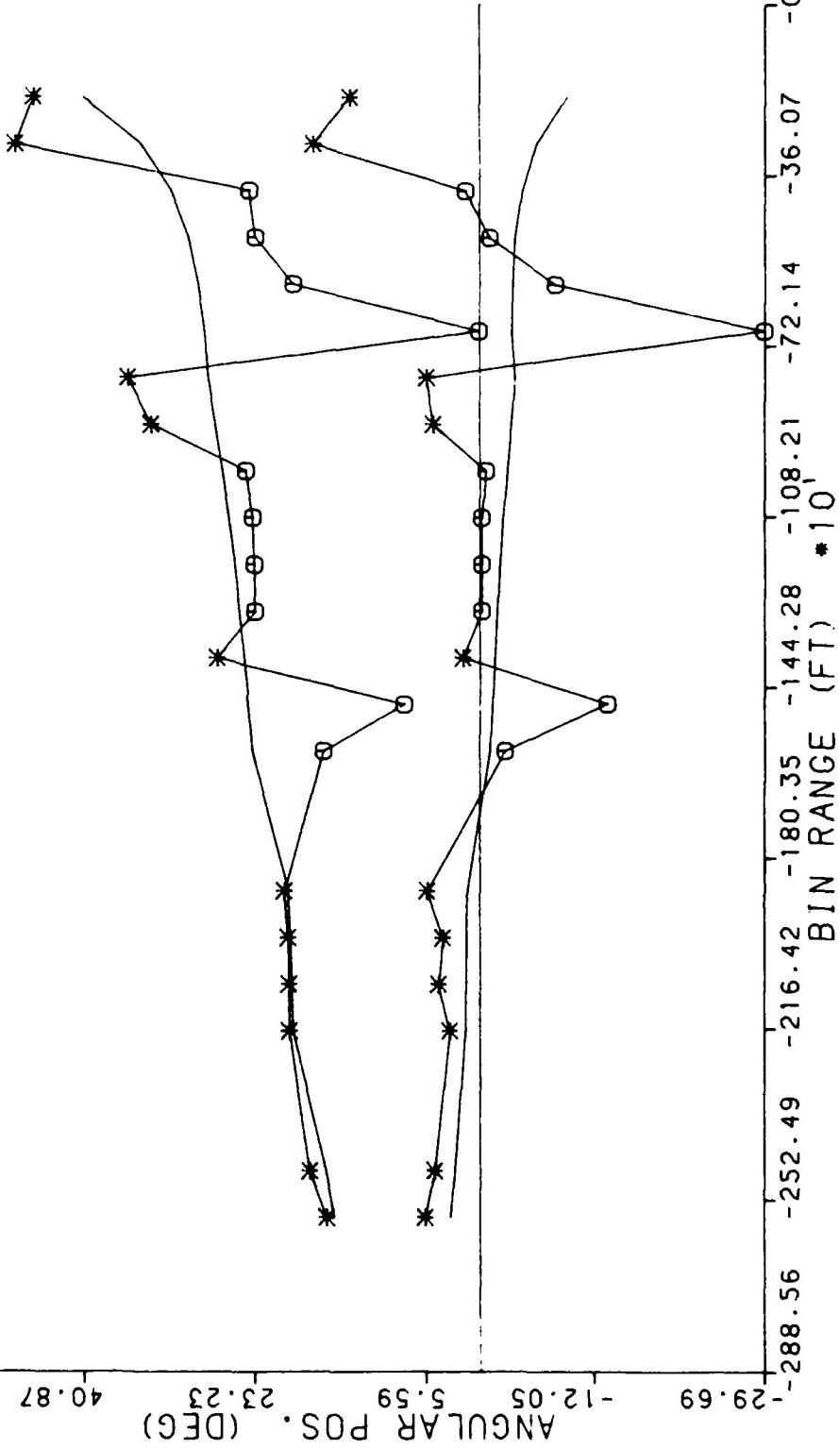


VMC DISTRIBUTION ANALYSIS--UH1 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

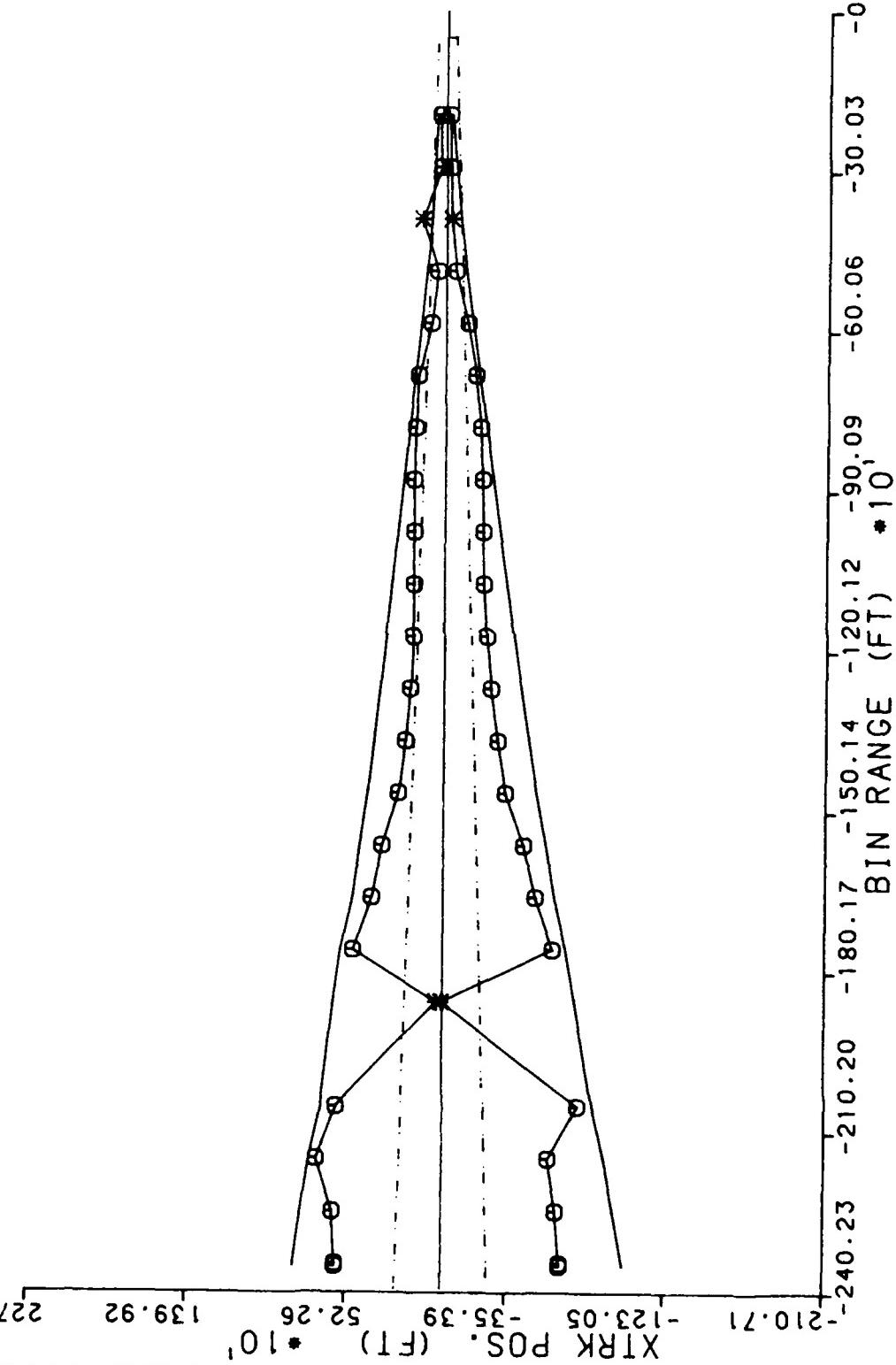
DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

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BIN RANGE (FT) \* 10<sup>4</sup>



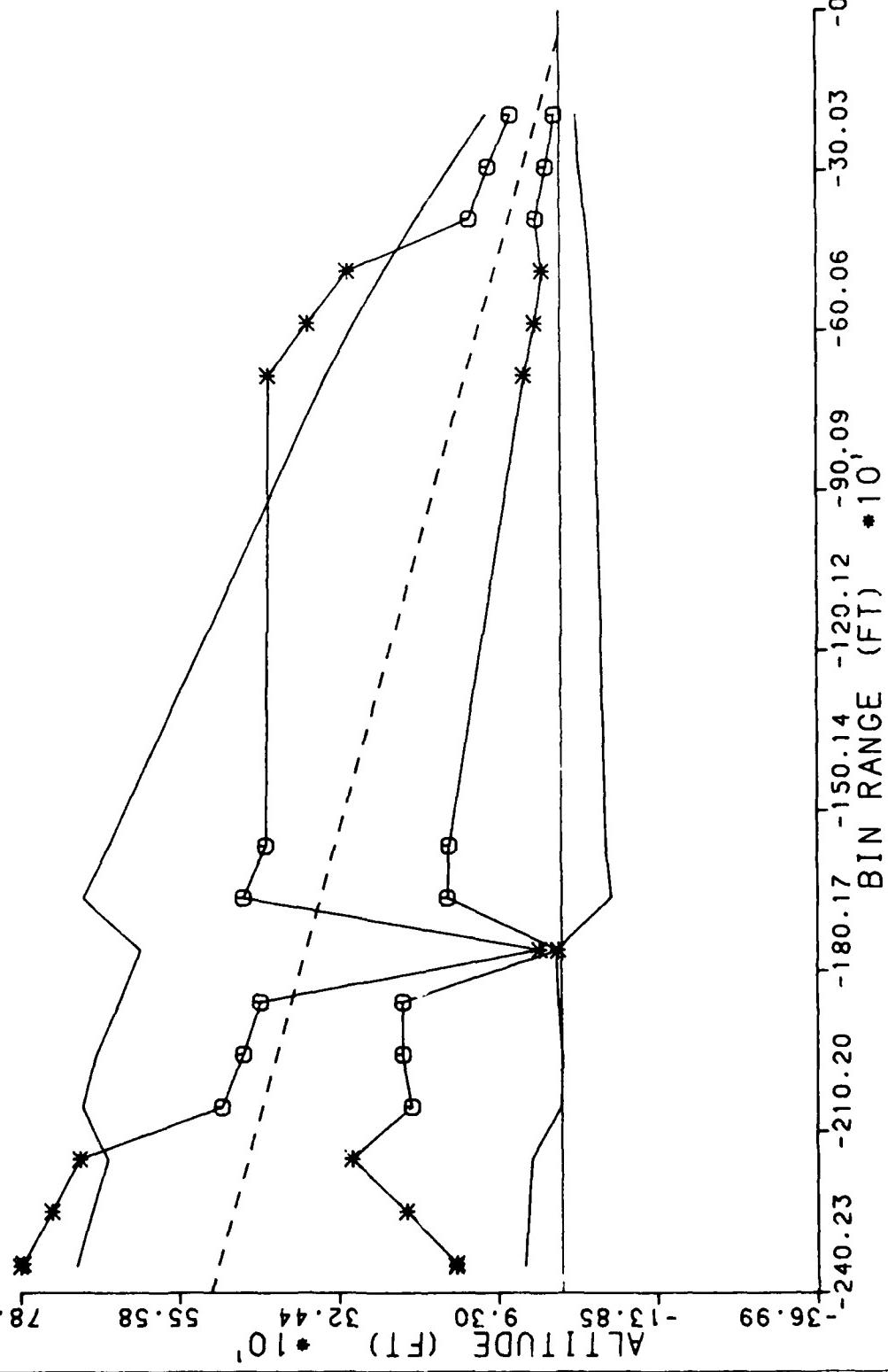
VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 S INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

-0.30

98.88

$\cdot 10^2$

57.88

21.46

-14.96

-51.38

-87.80

XTRK VEL.

(FPM)

-150.14

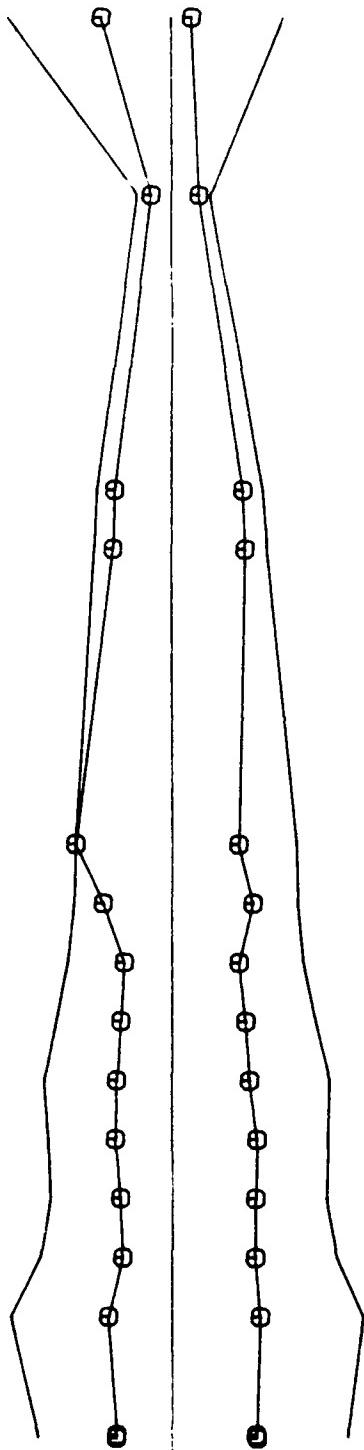
-180.17

-210.20

-240.23

-30.03

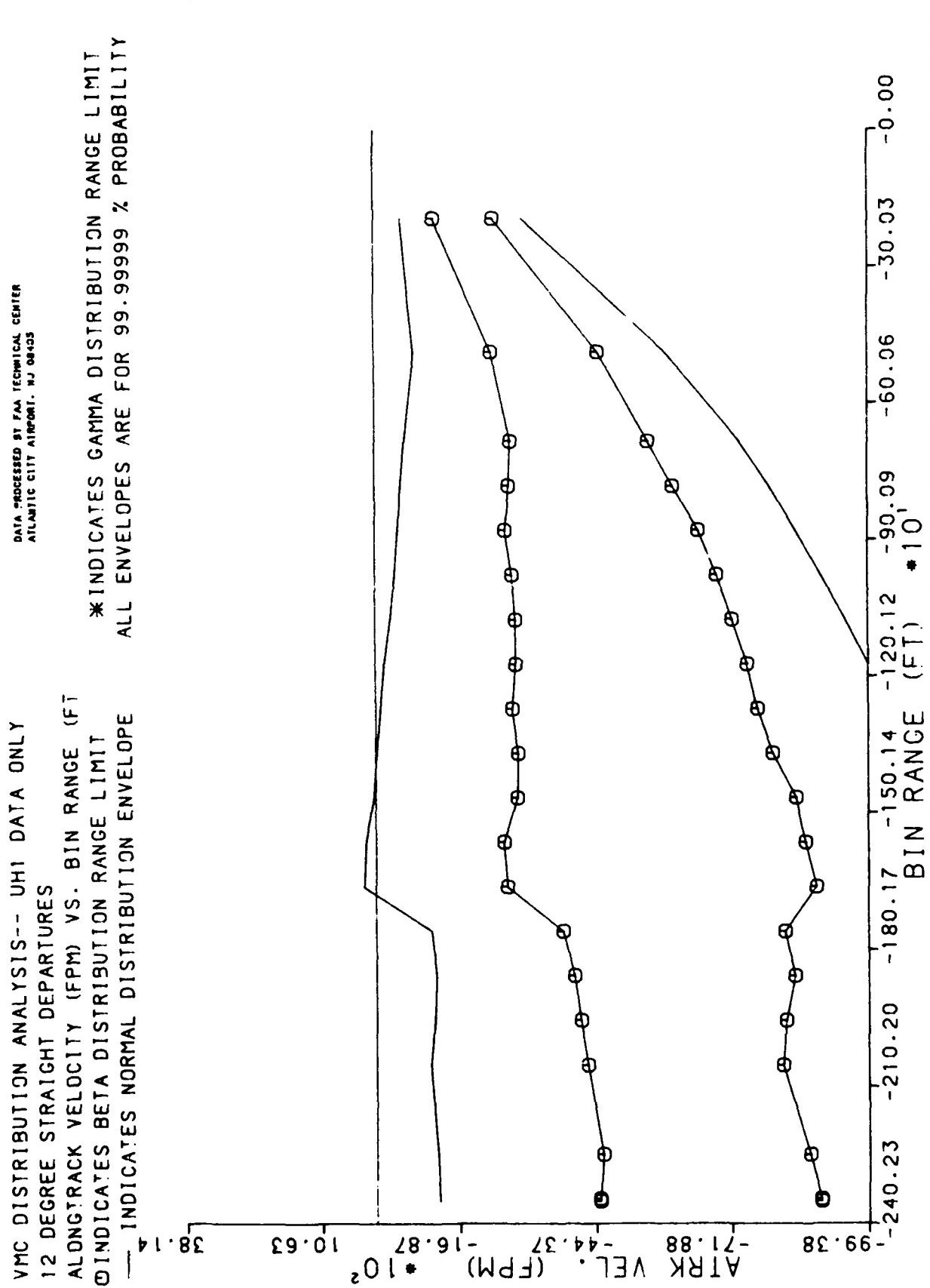
BIN RANGE (FT) \* 10<sup>2</sup> -0.00



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

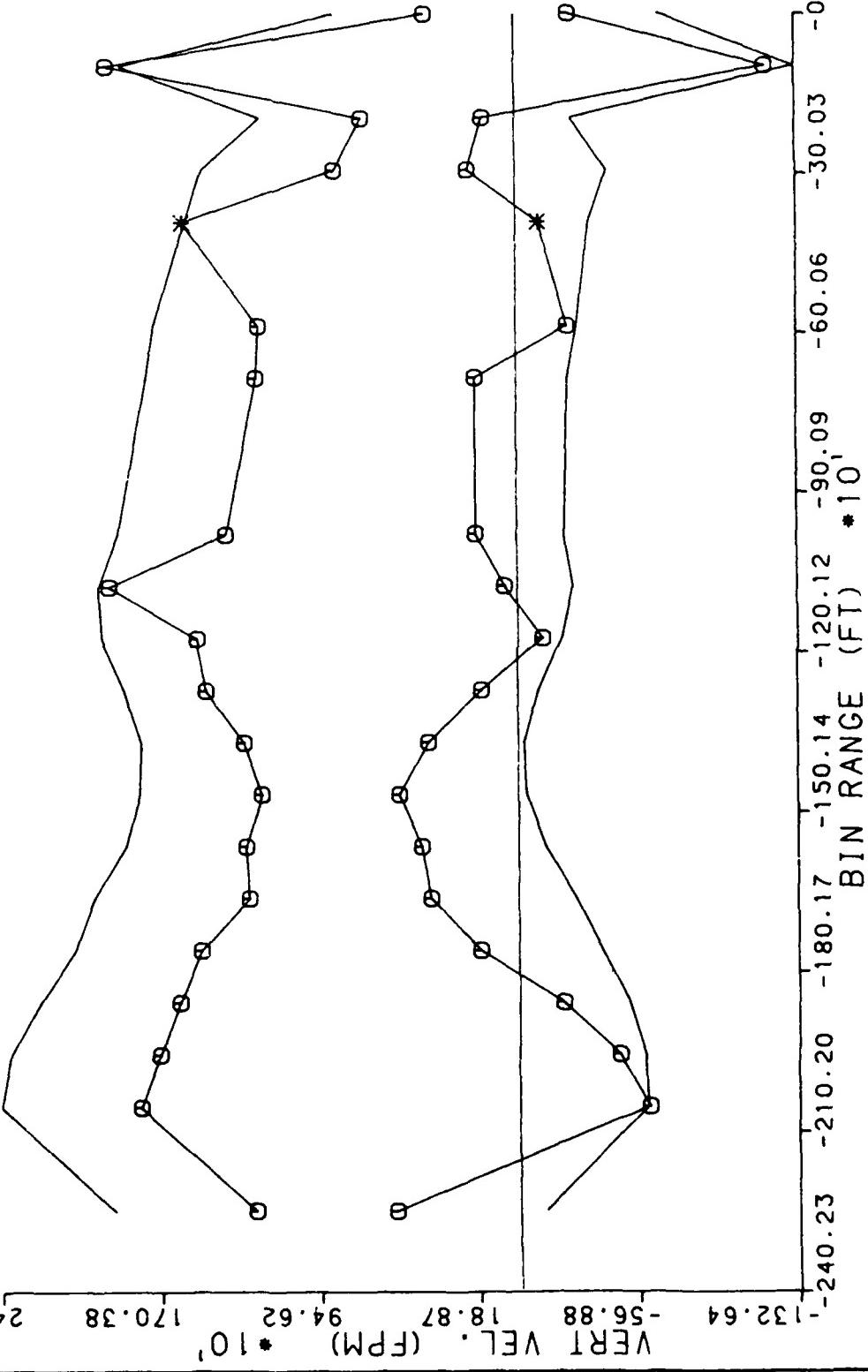
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 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

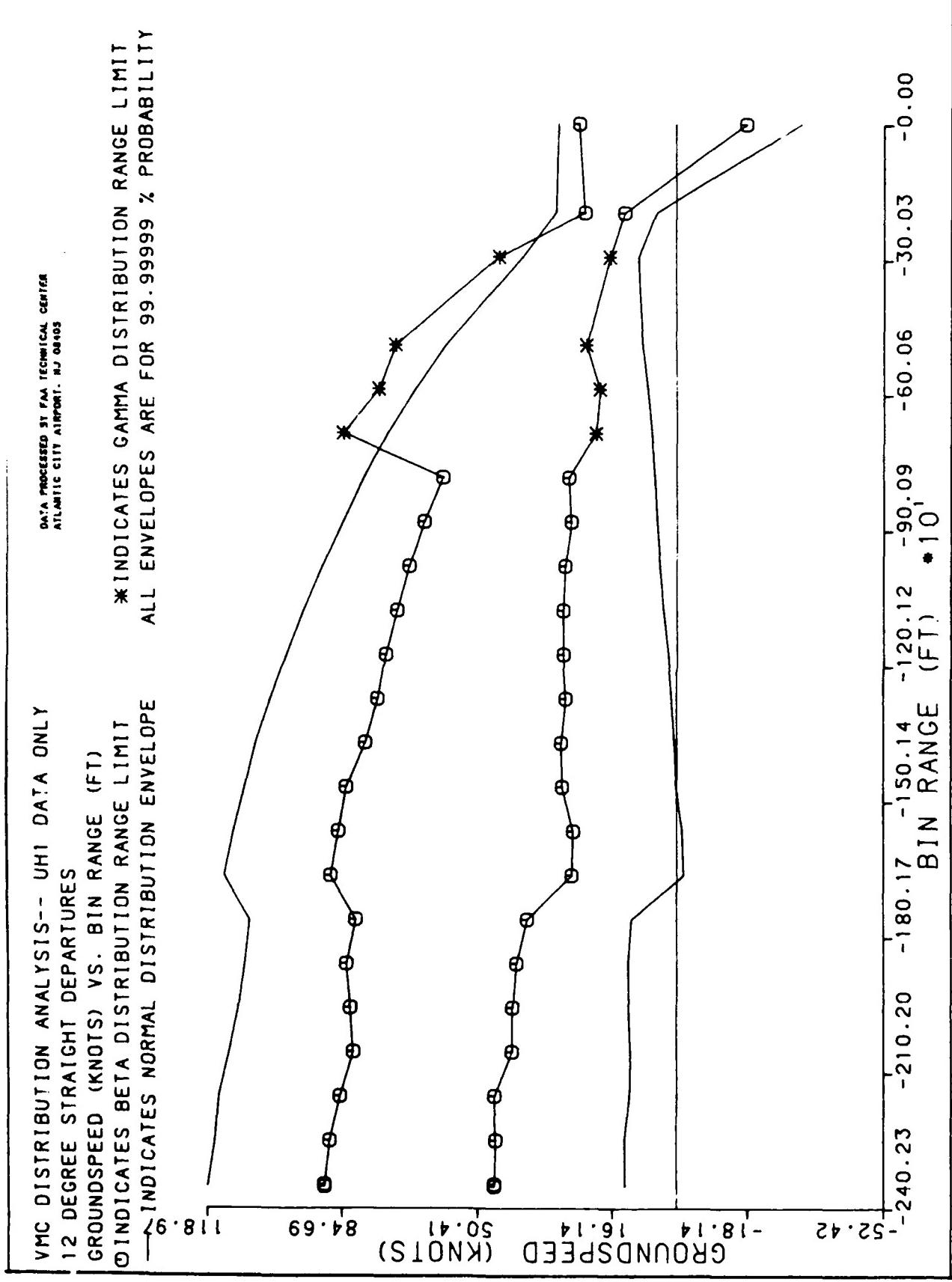


VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

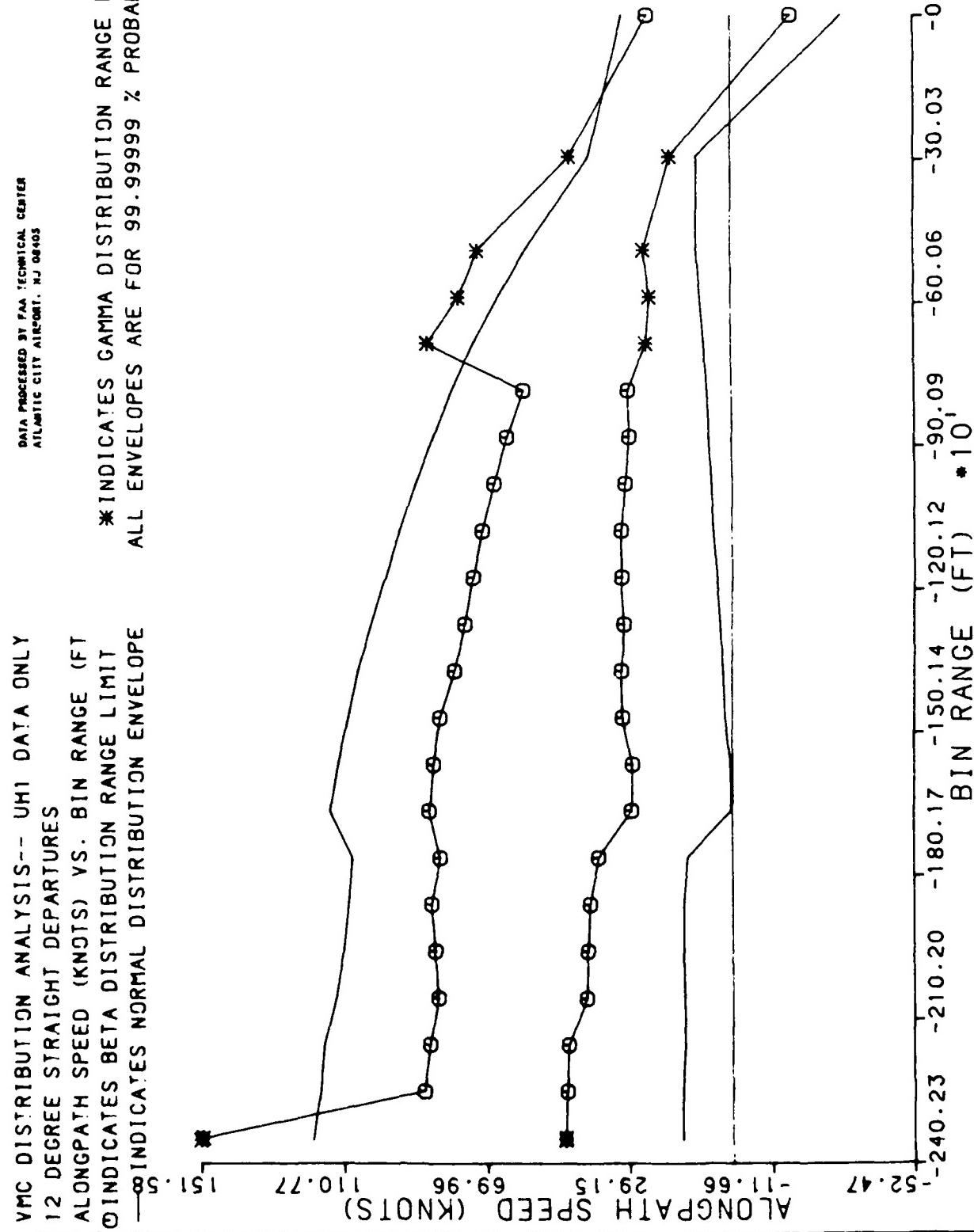




VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

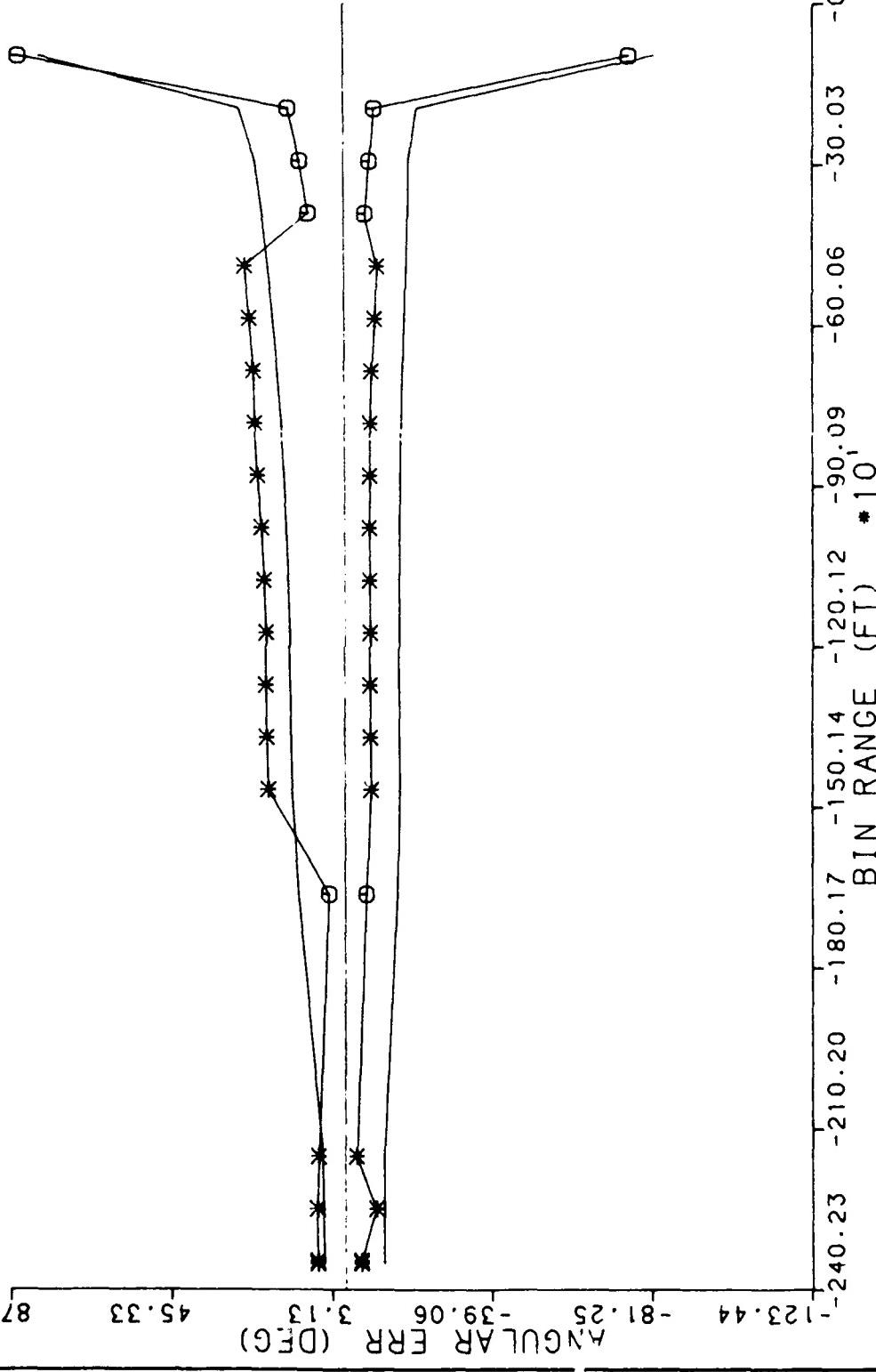
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
ANGULAR ERROR (DEG) V.S. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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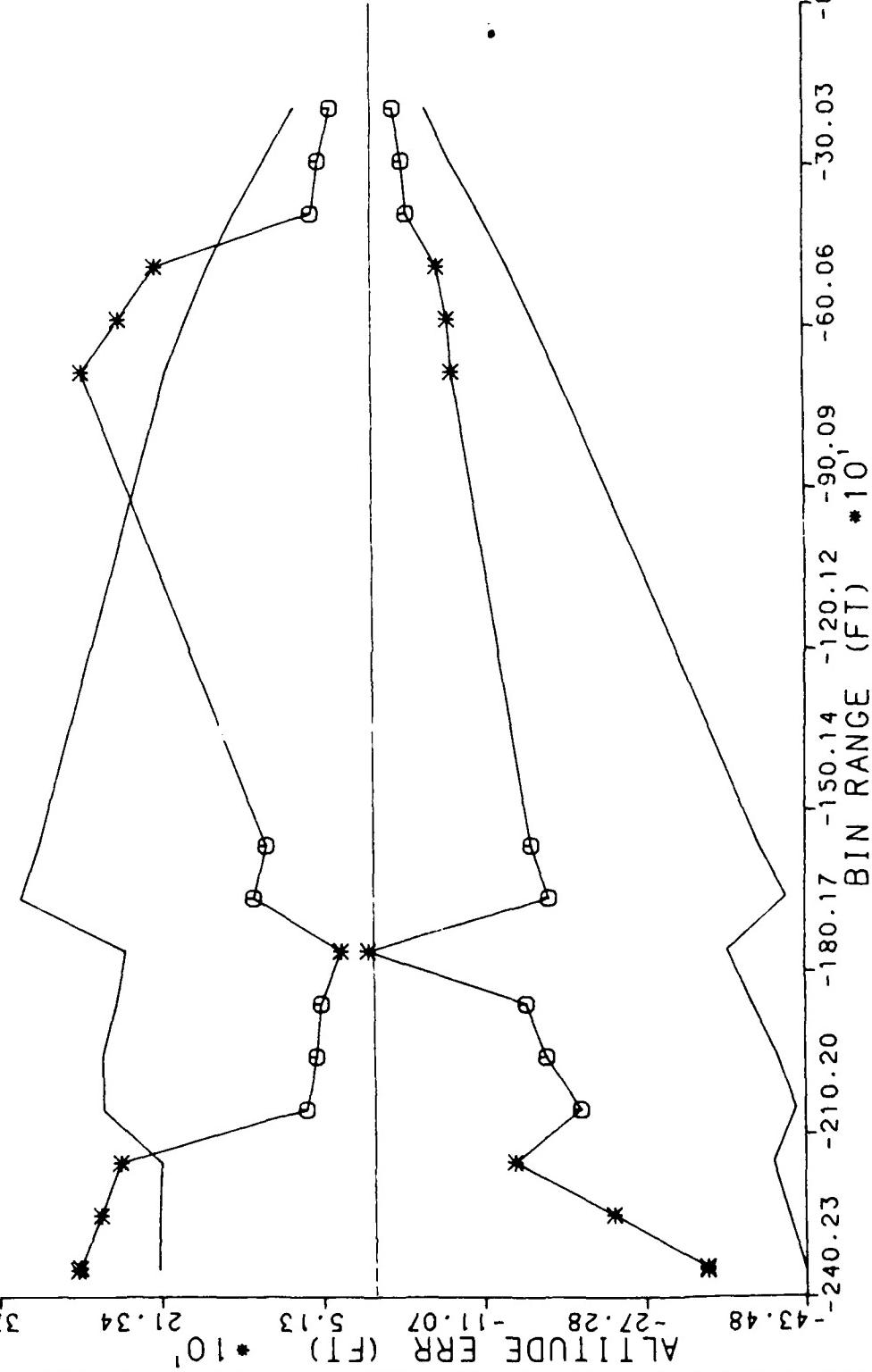
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 Ⓣ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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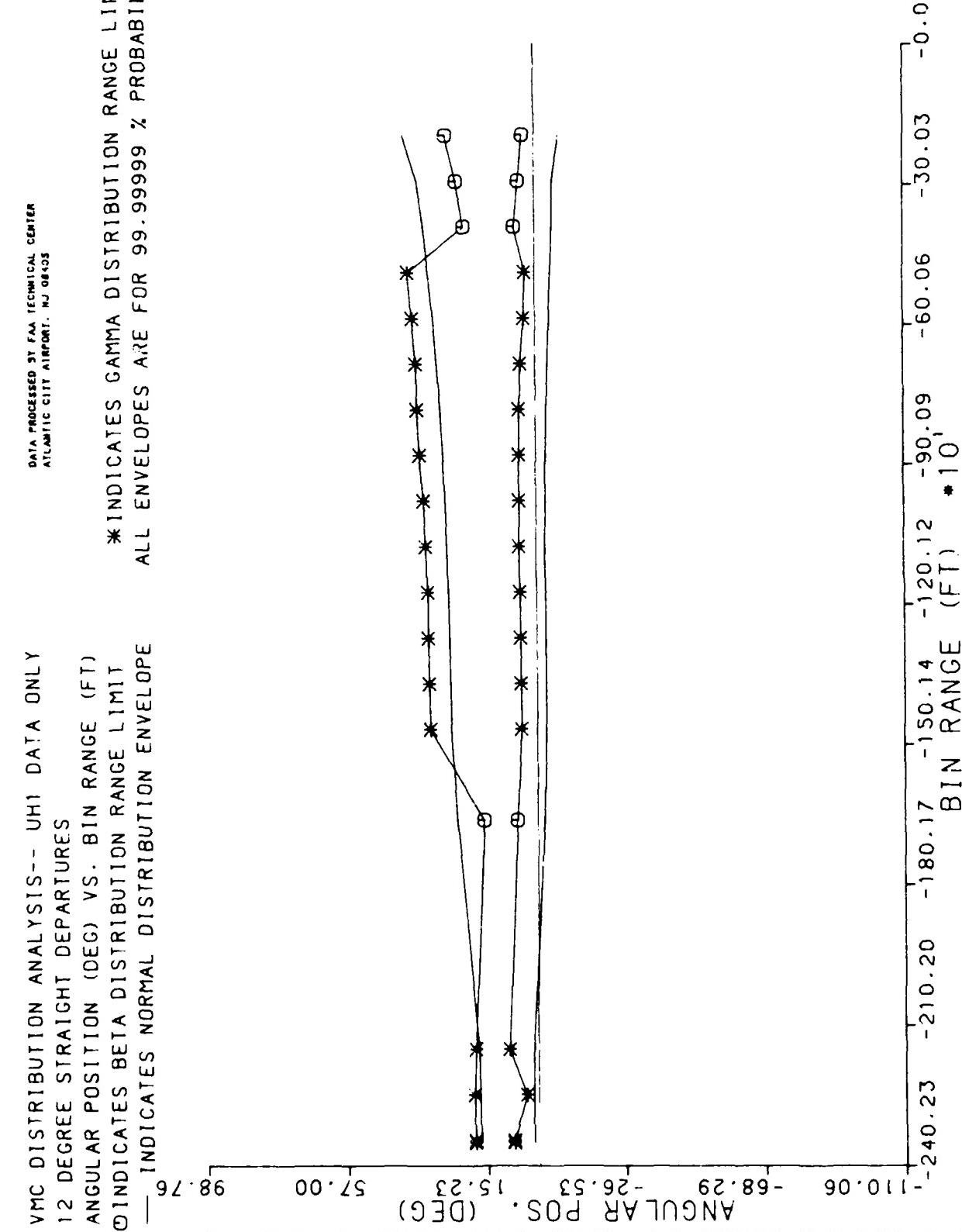
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

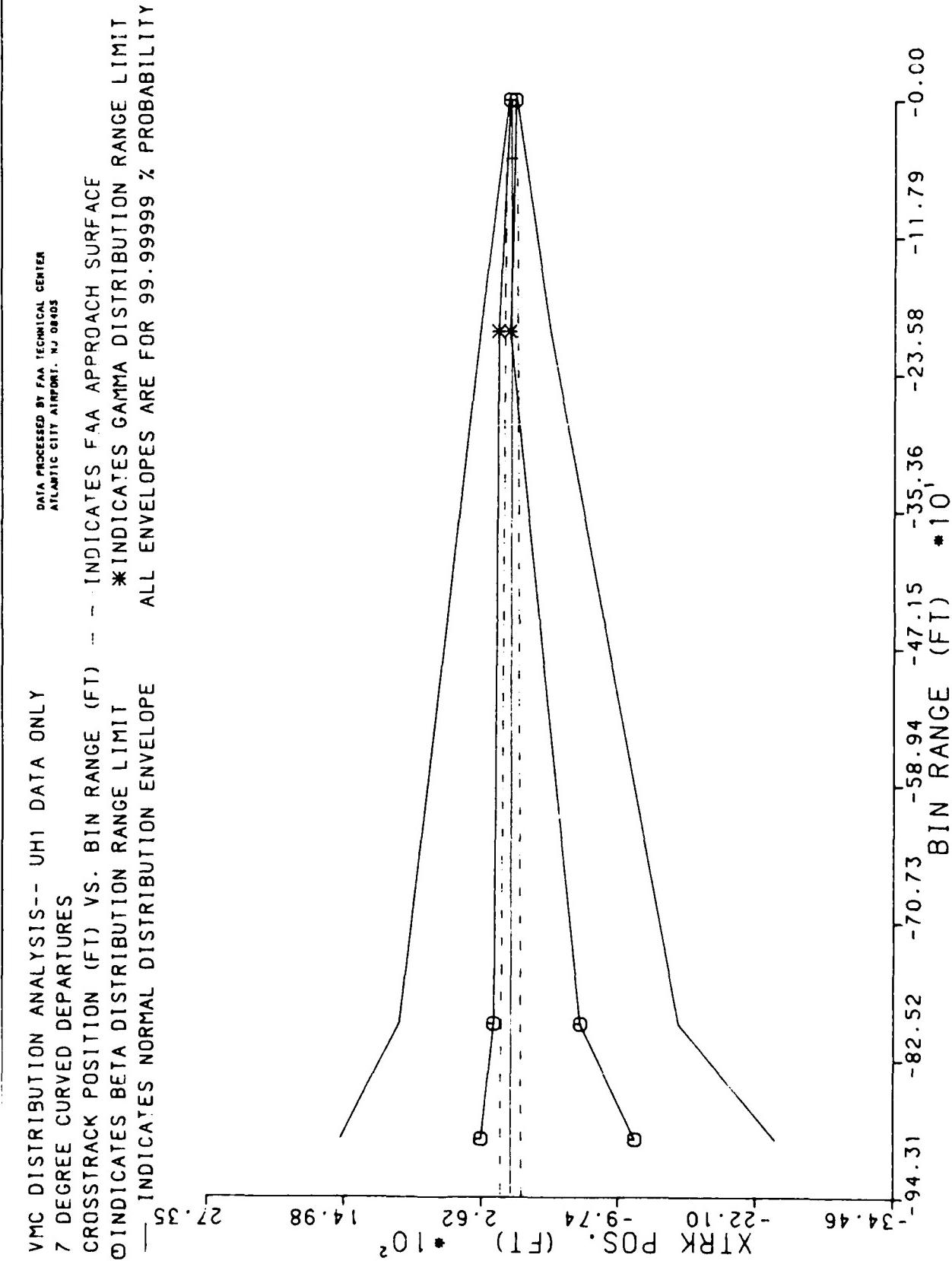
DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - - INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

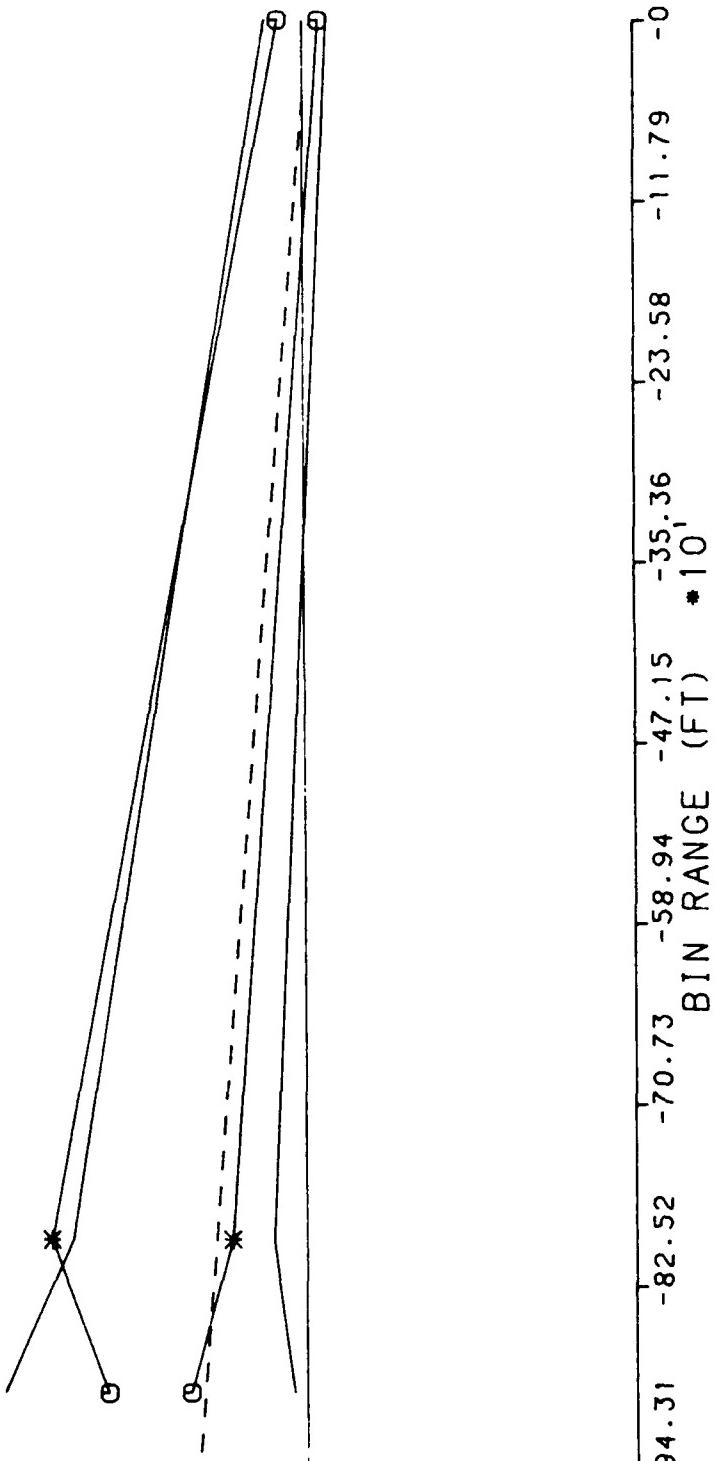


VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

ALTITUDE (FT) \* 10<sup>-3</sup>  
-36.12 -16.40 3.31 23.03 42.75 62.47  
-94.31 -82.52 -70.73 -58.94 -47.15 -35.36 -23.58 -11.79 -0.00

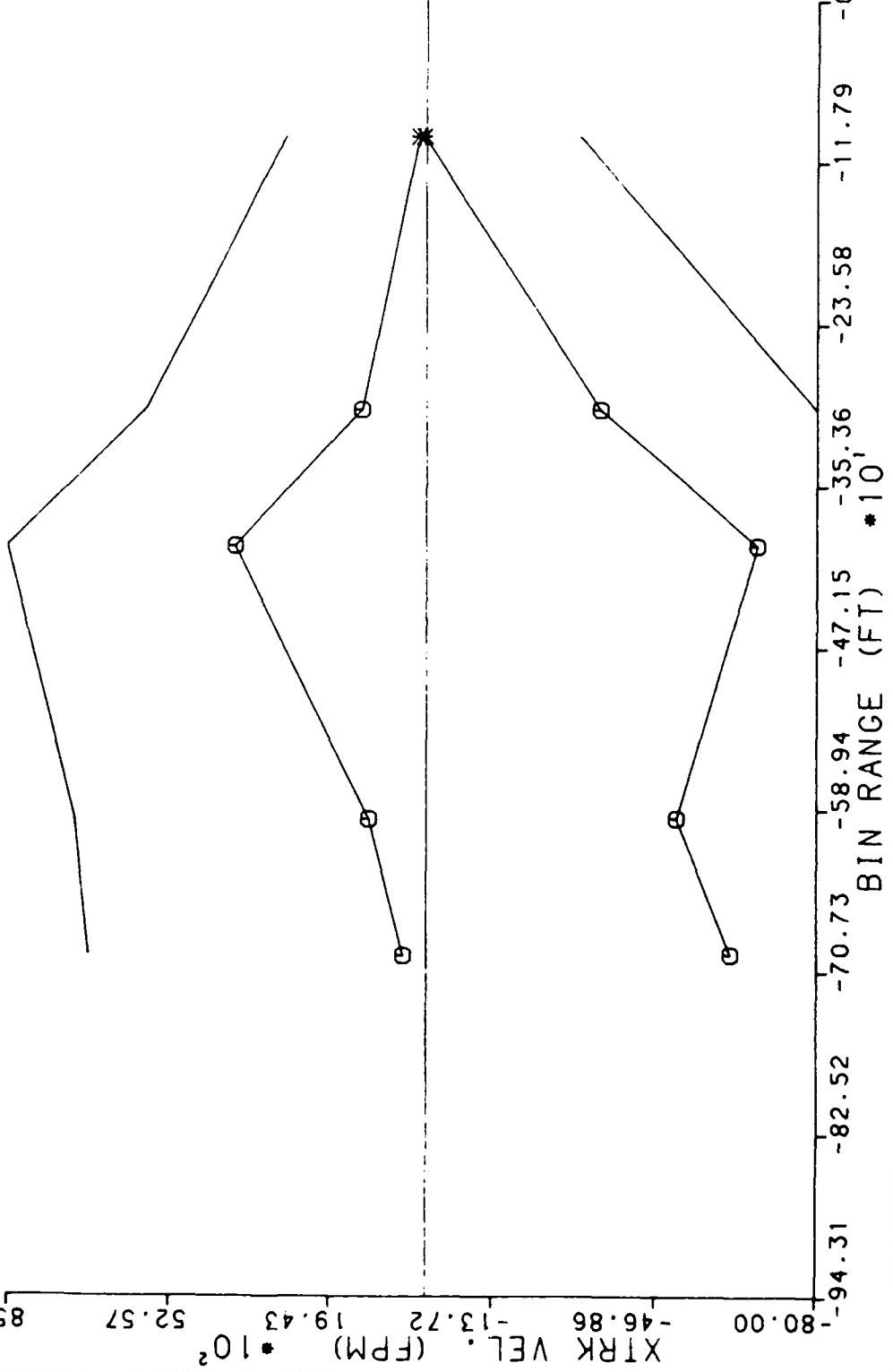


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

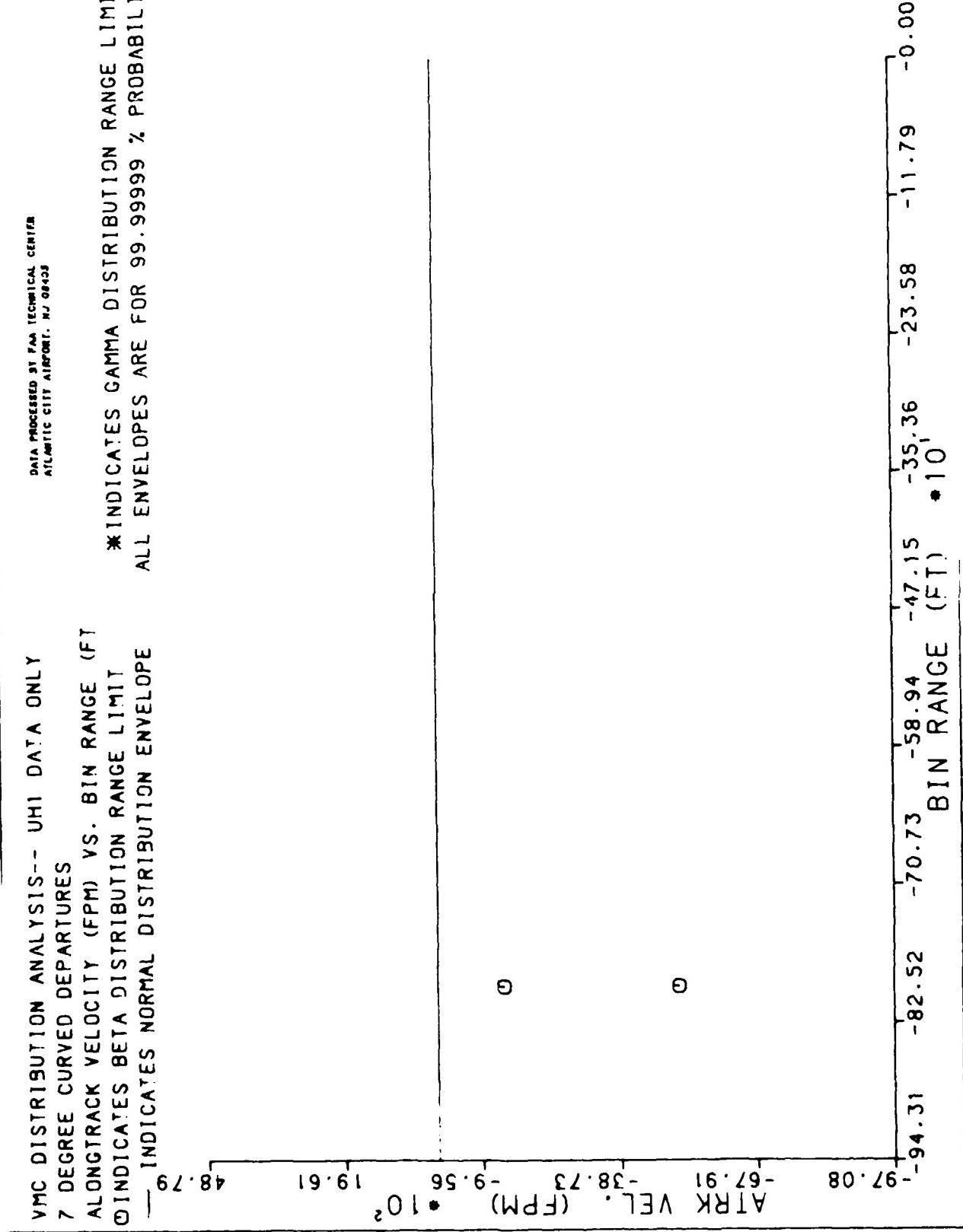
XTRK VEL. (FPM) • 10 <sup>2</sup>	BIN RANGE (FT)
-80.00	-94.31
-46.86	-82.52
-13.72	-70.73
19.43	-58.94
52.57	-47.15
85.71	* 101,36
	-23.58
	* 101,79
	-11.79
	-0.00



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
INDICATES BETA DISTRIBUTION RANGE LIMIT  
INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
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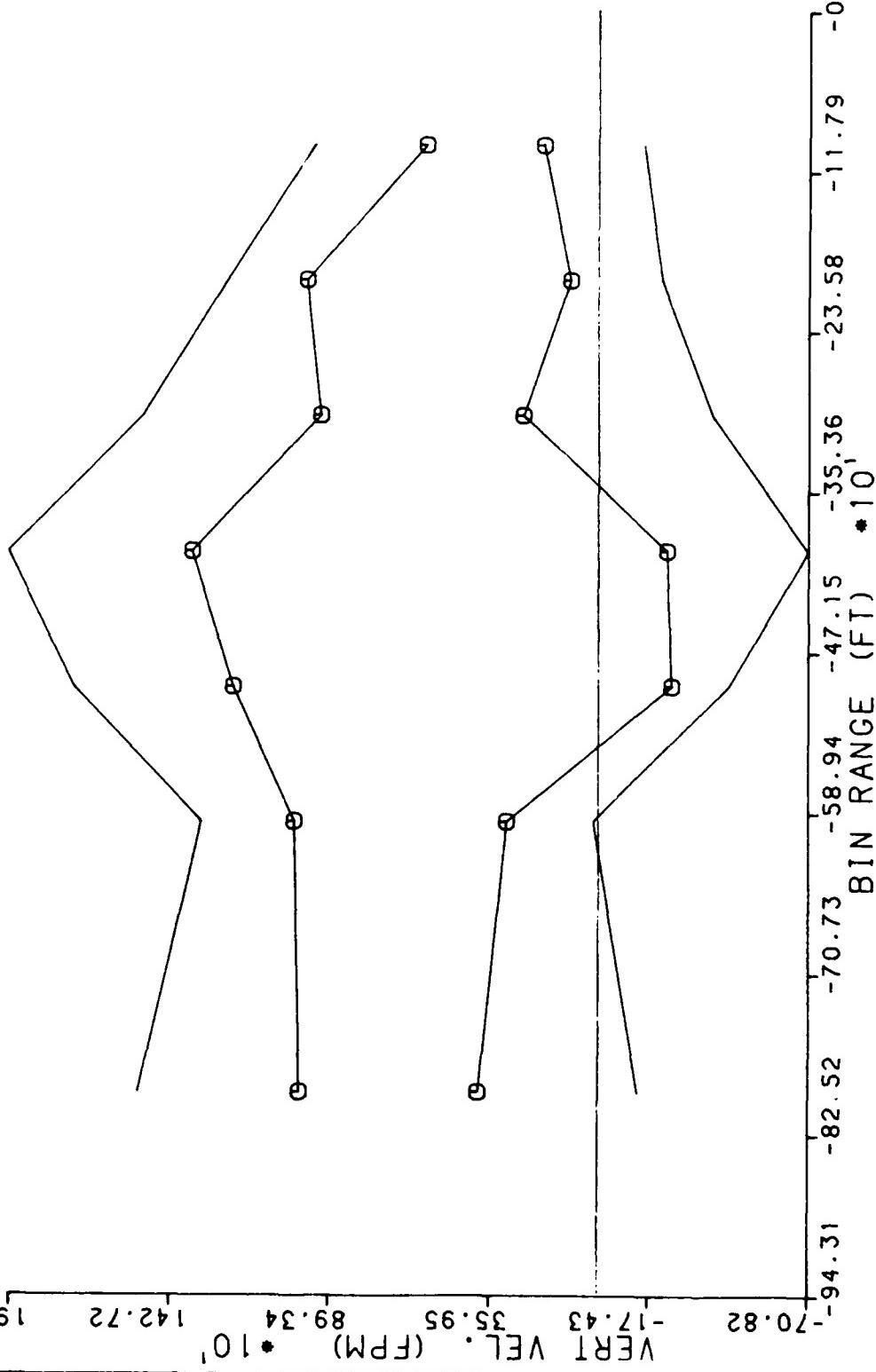
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

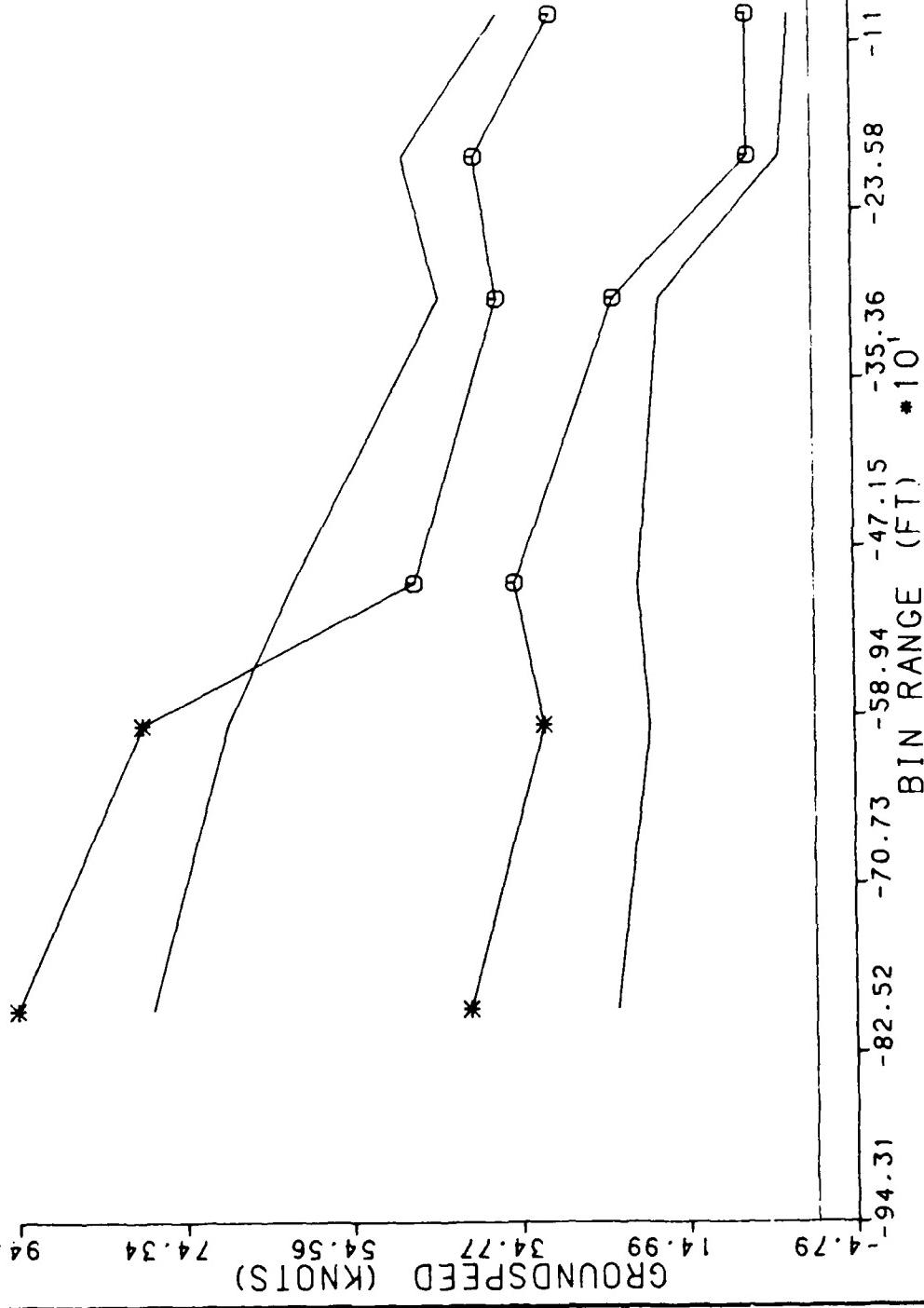
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ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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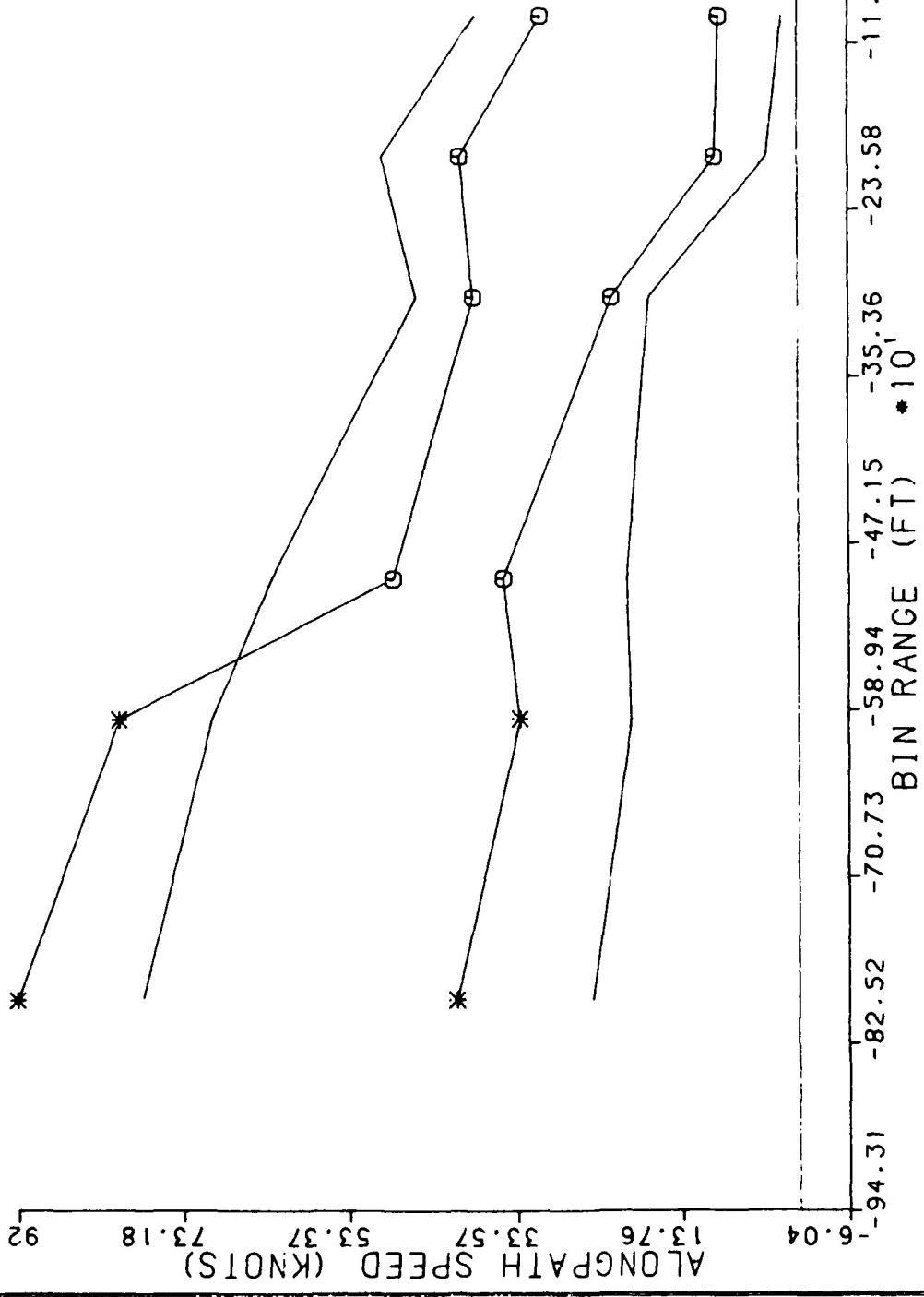
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
Ω INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
⑤ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

ANGULAR ERR (DEG)

-47.66 -24.61 -1.56 21.49 44.54 67.59

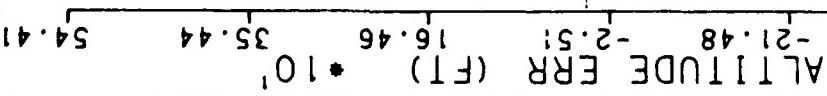
-94.31 -82.52 -70.73 -58.94 -47.15 -35.36 -23.58 \*10 -11.79 -0.00

BIN RANGE (FT) \*10

VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
Φ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

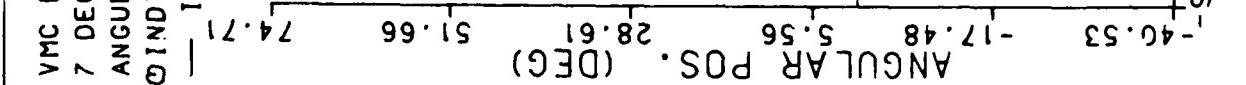
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

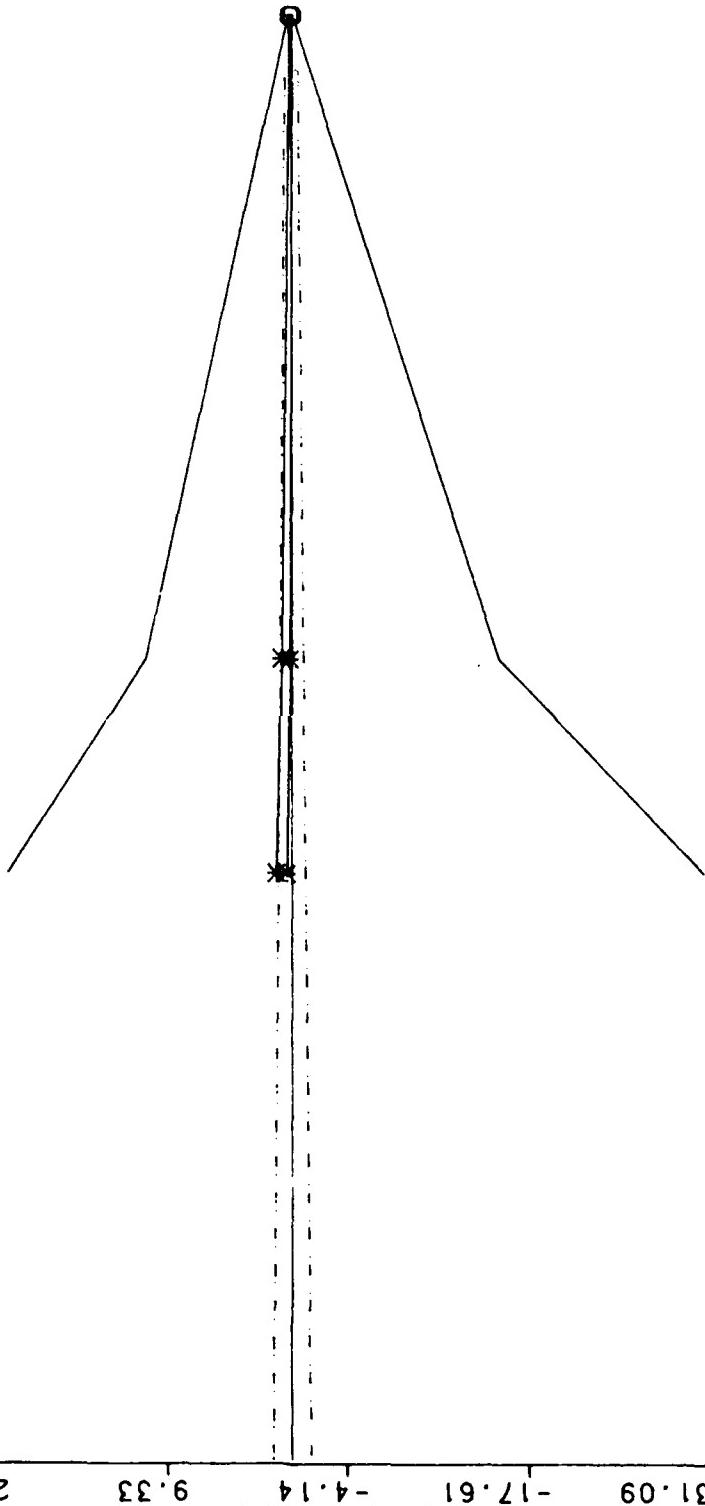
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

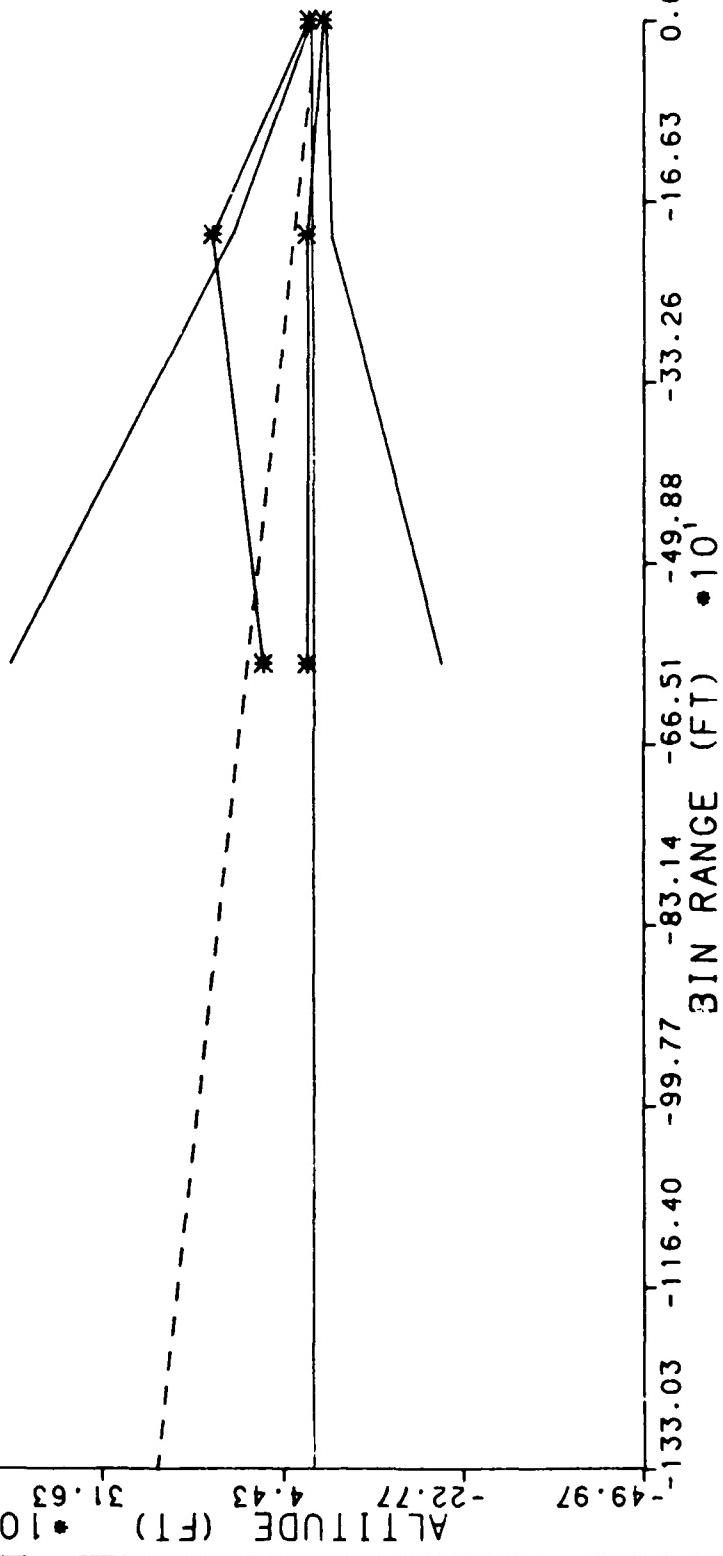
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FMA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08423

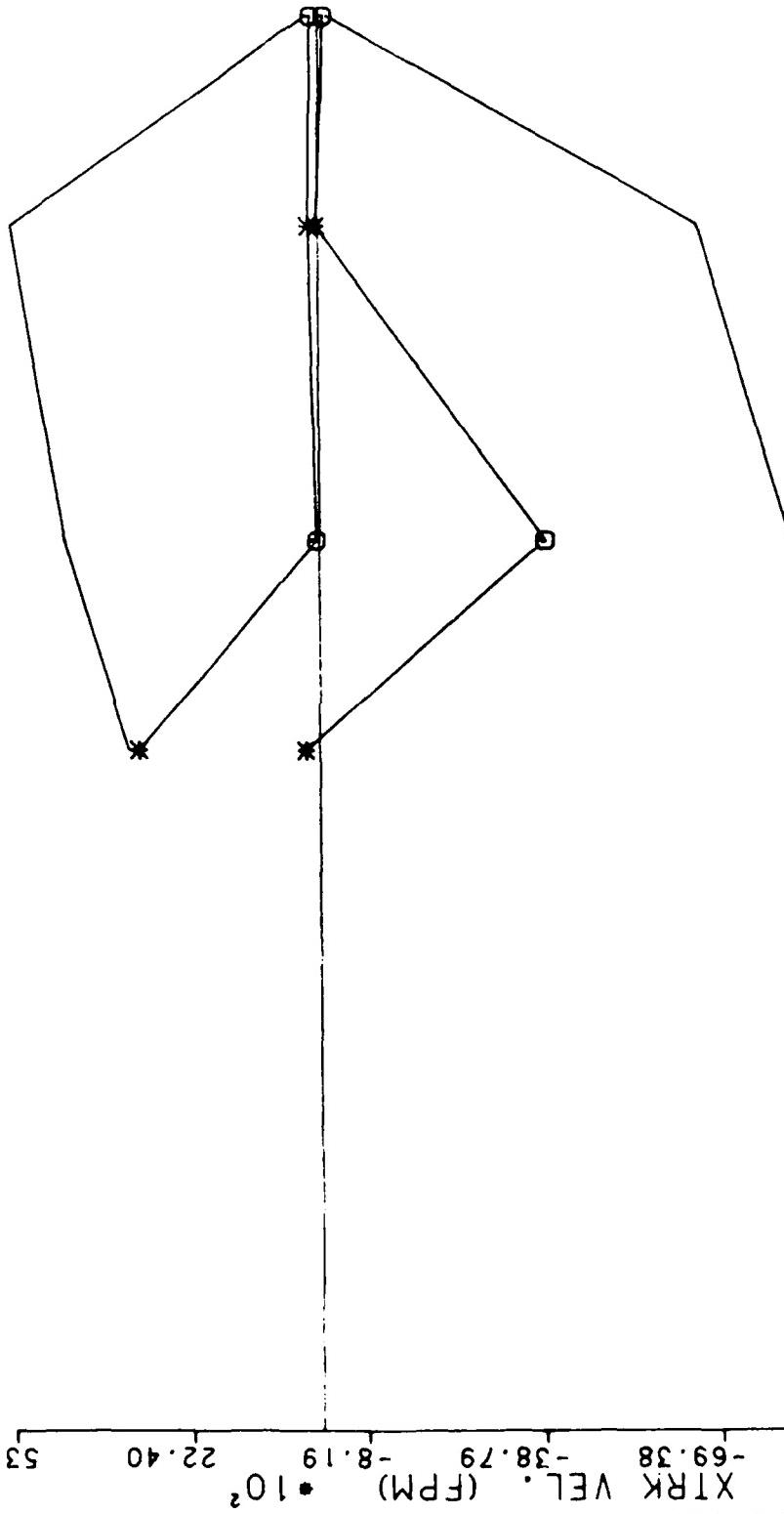
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UMH DATA ONLY  
10 DEGREE CURVED DEPARTURES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

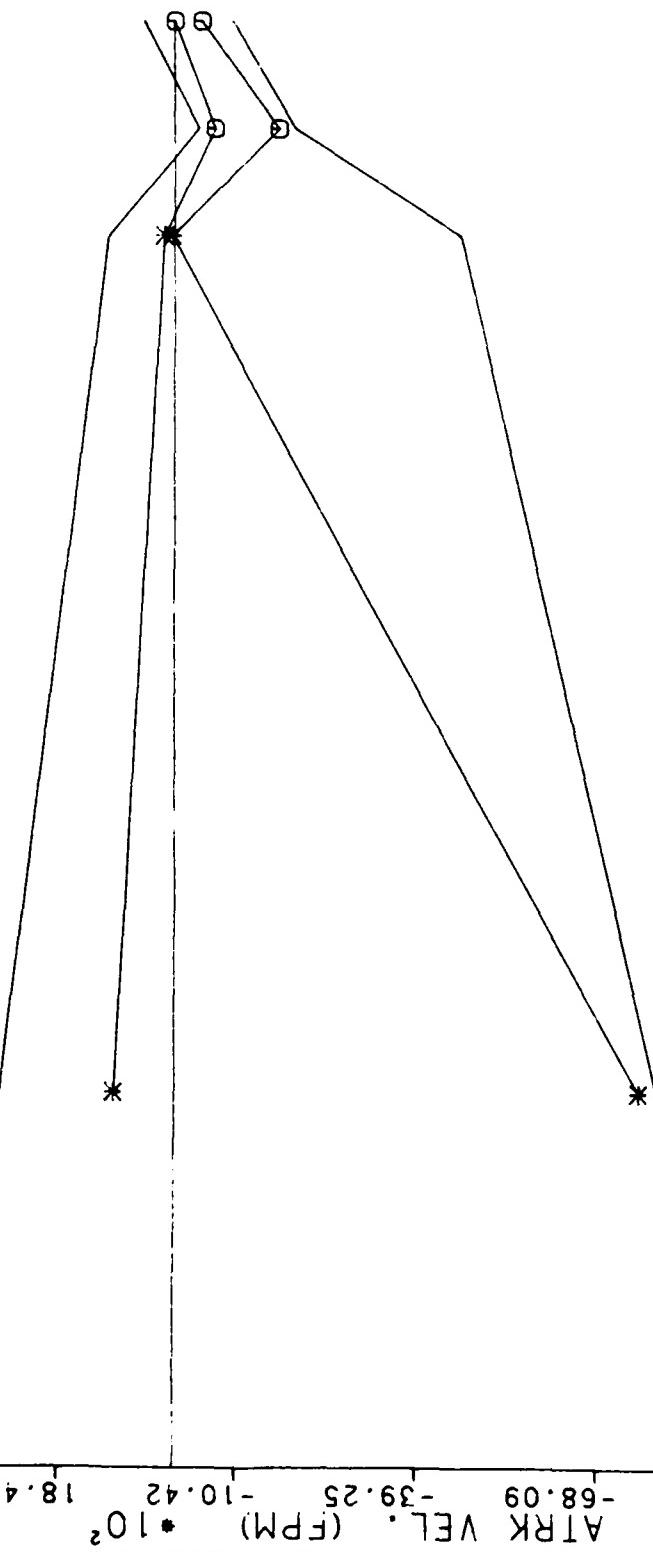
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

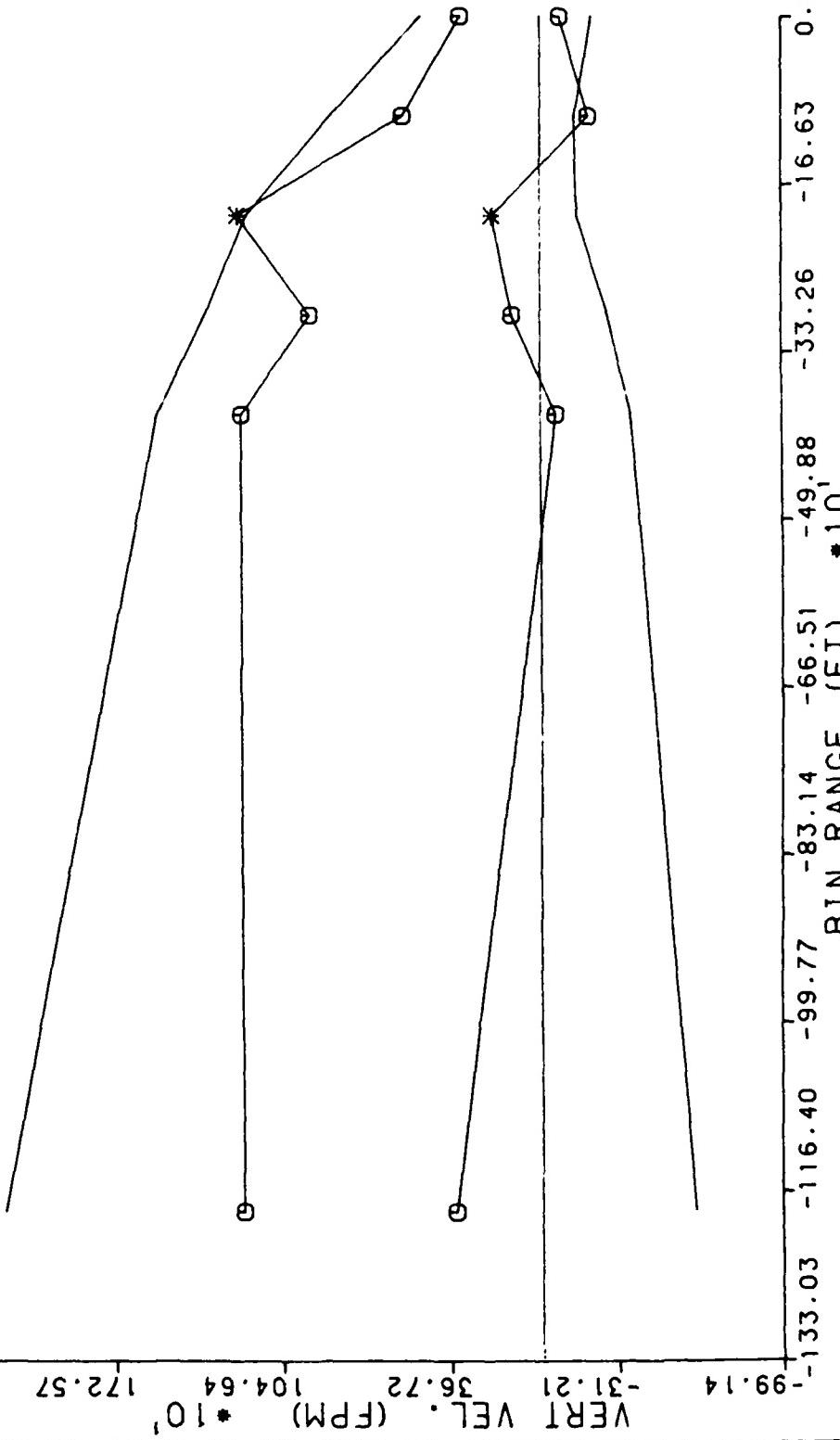
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 —○ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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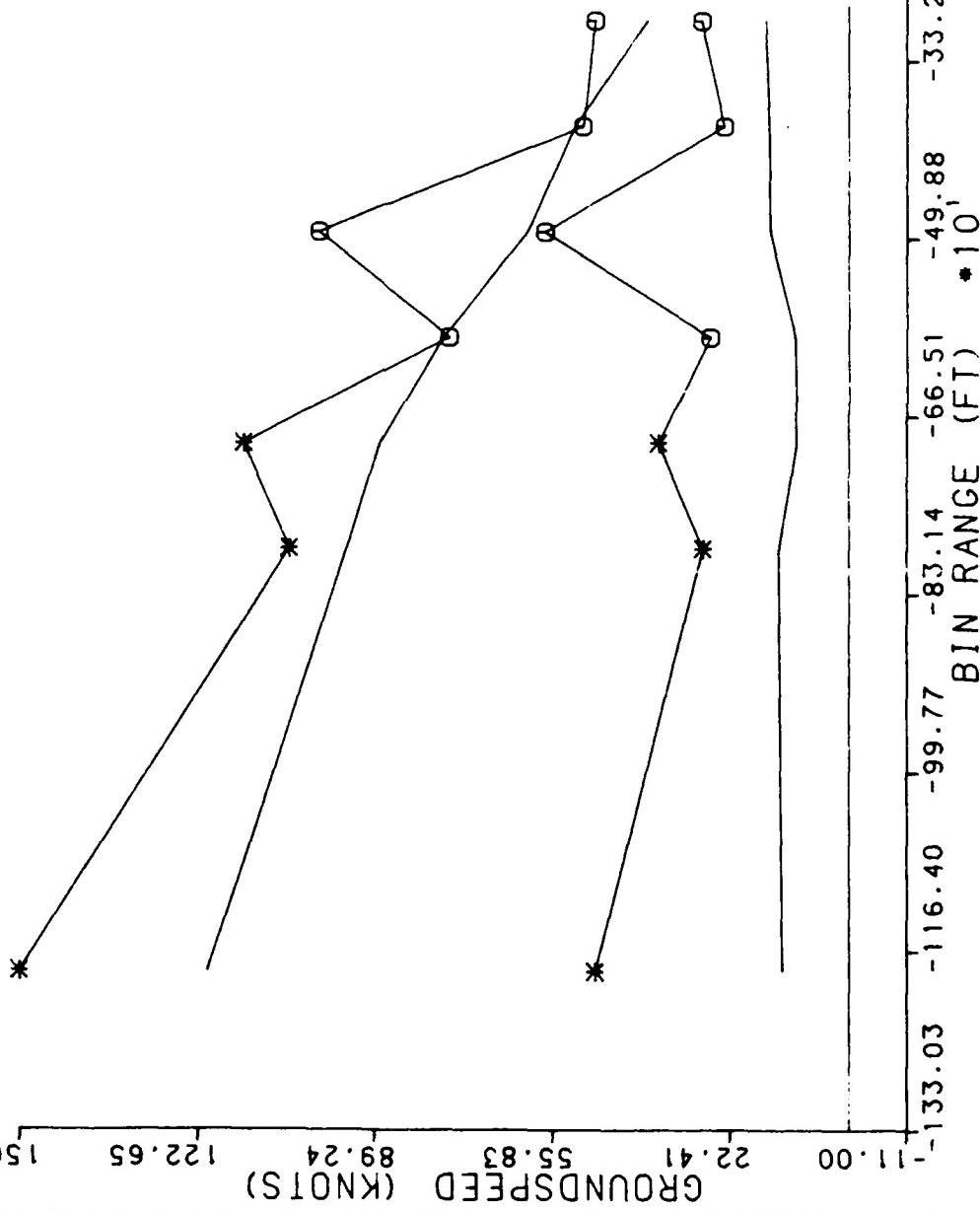
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
→ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08433

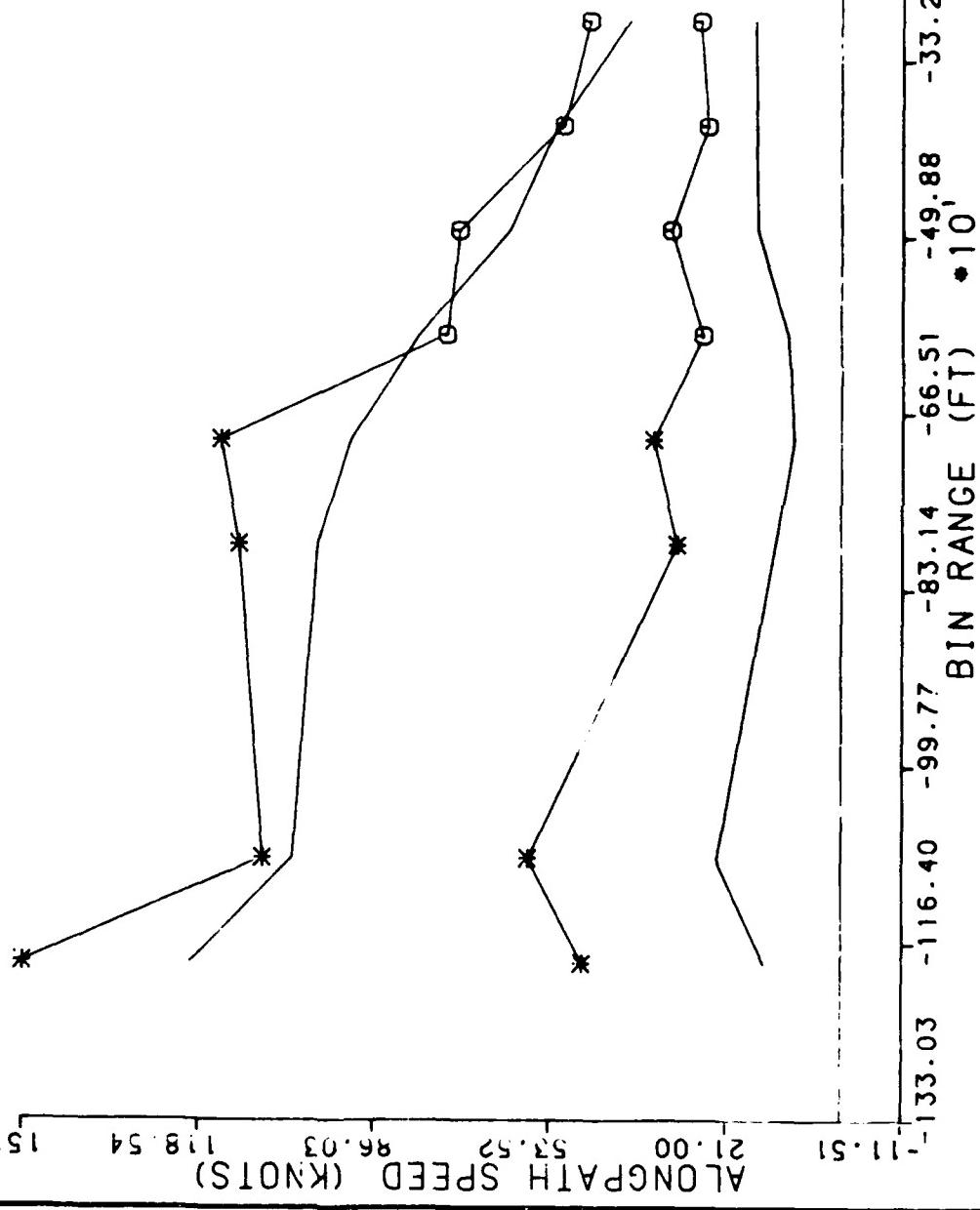
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 ——○ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

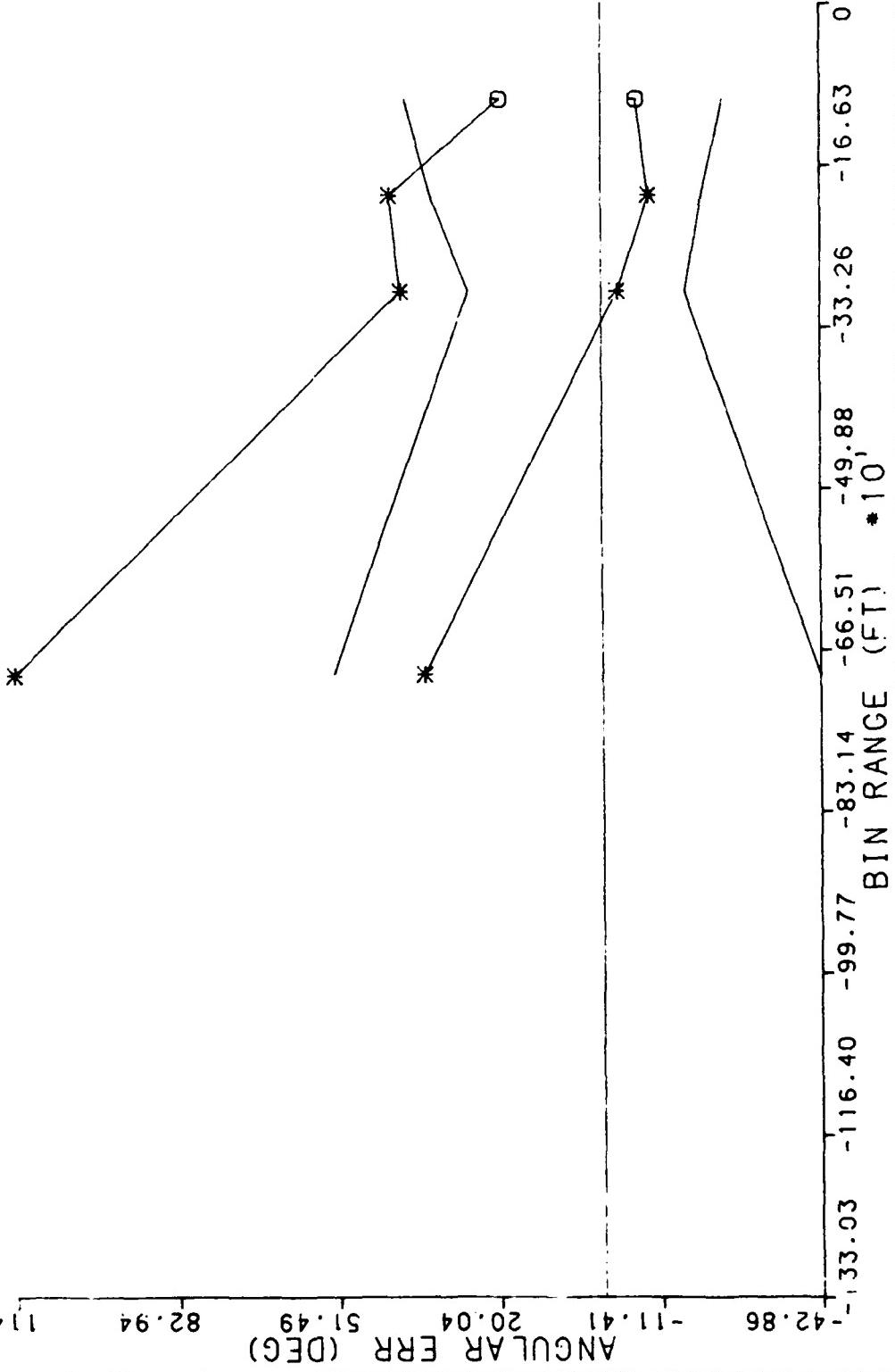
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

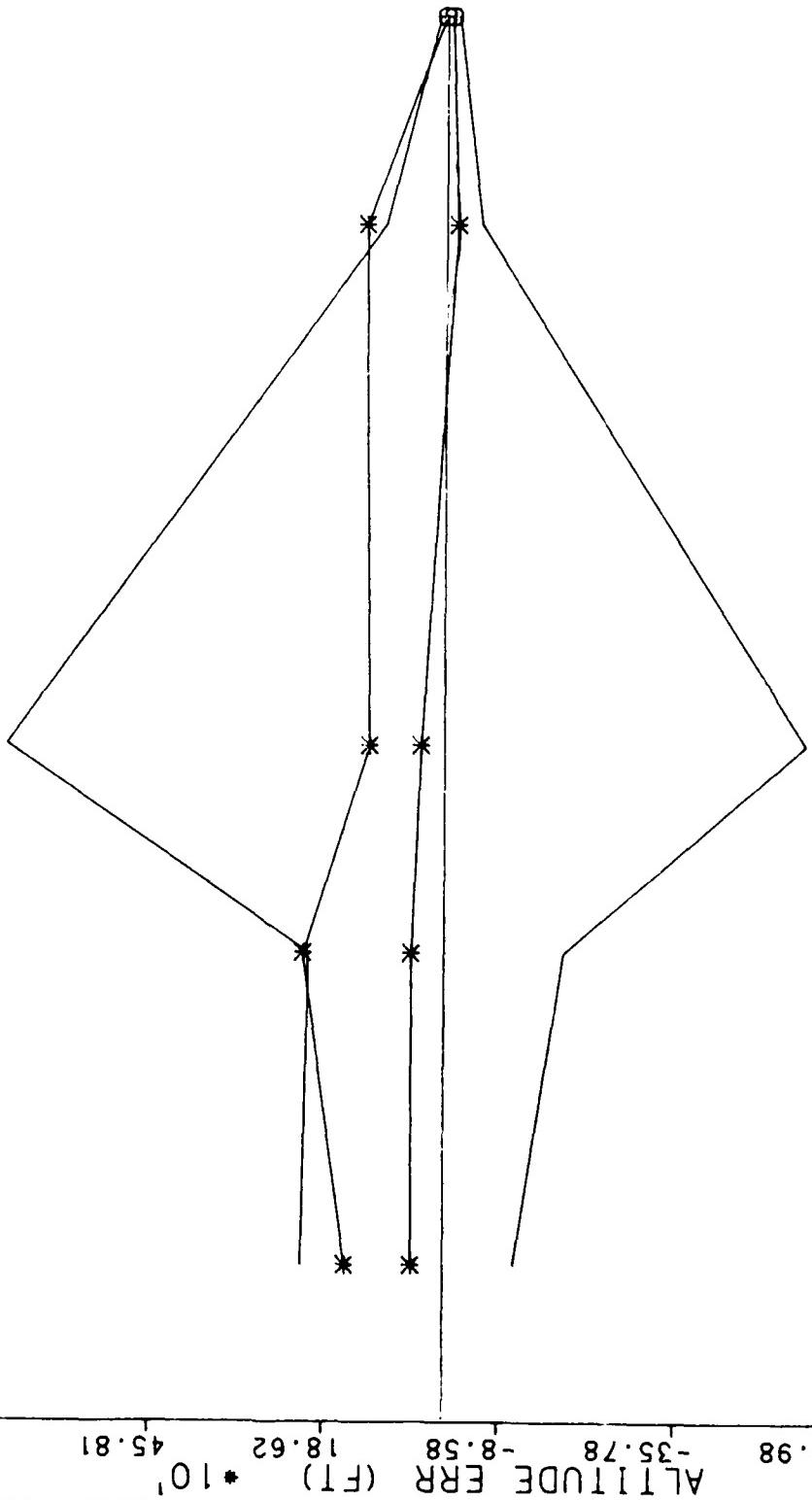
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

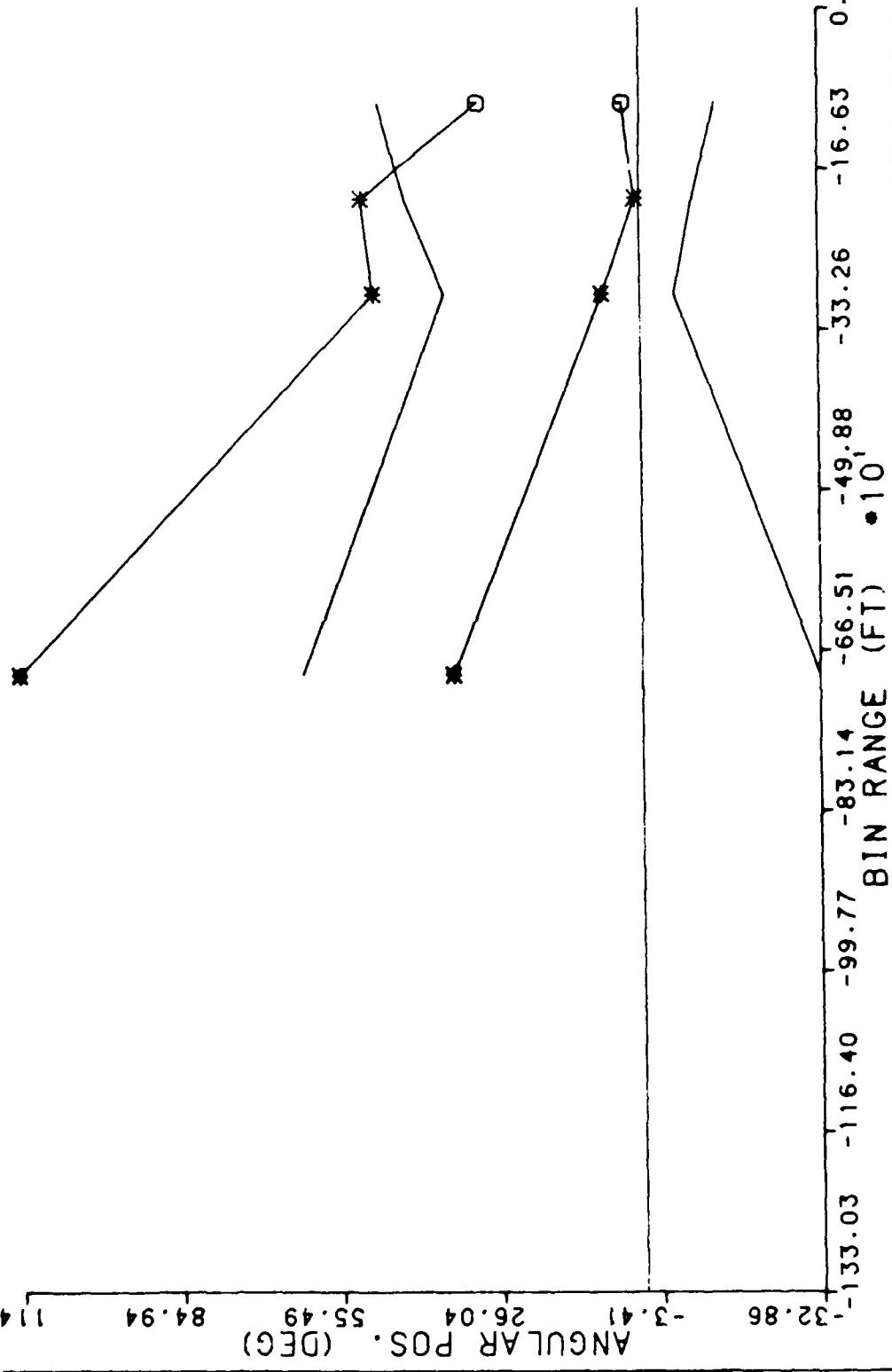


-133.03 -116.40 -99.77 -83.14 -66.51 -49.88 \*10  
BIN RANGE (ET) \*10

VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
② INDICATES NORMAL DISTRIBUTION ENVELOPE

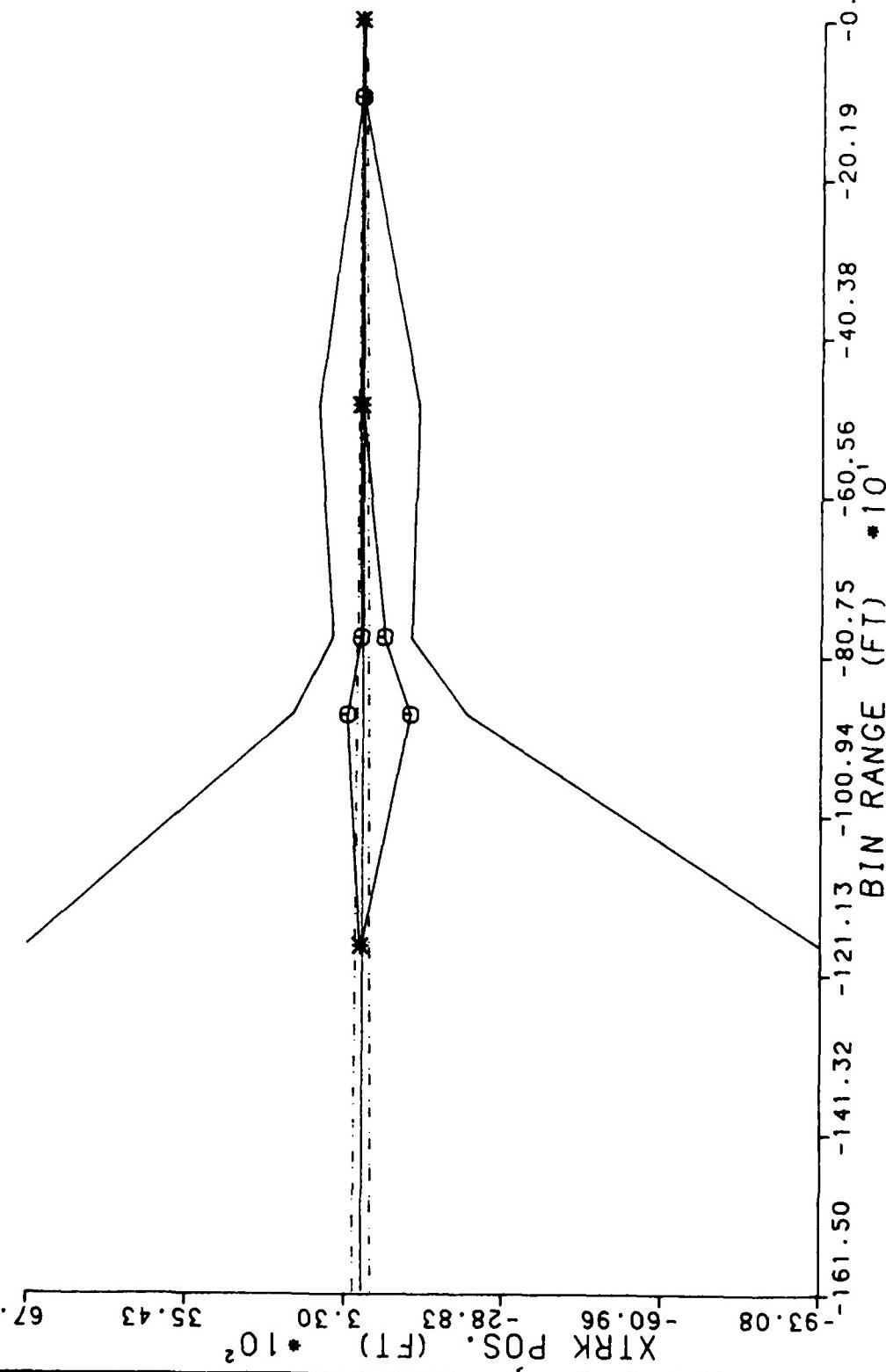
DATA PROVIDED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - - INDICATES FAA APPROACH SURFACE  
 Θ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

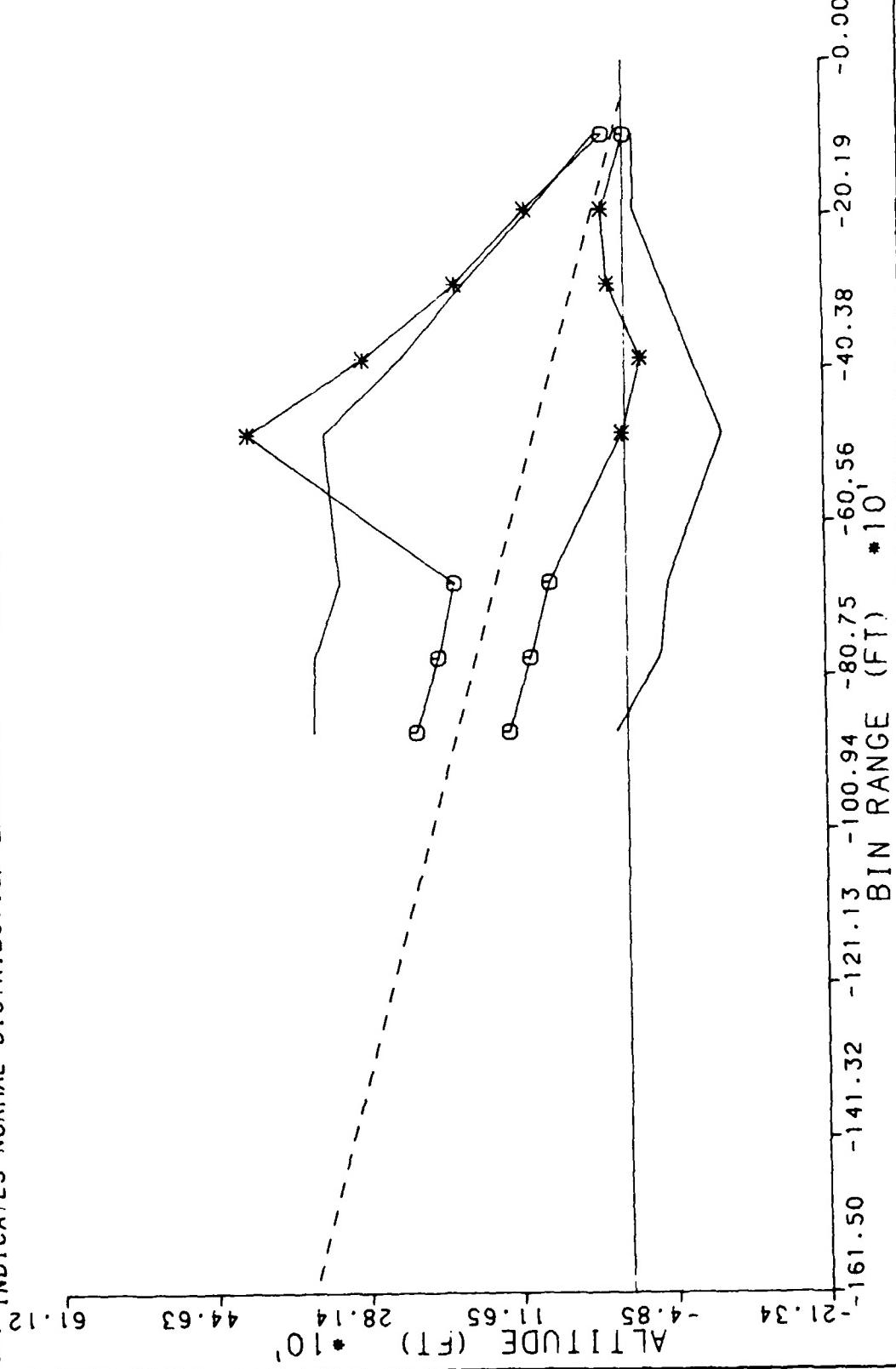
DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08005



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

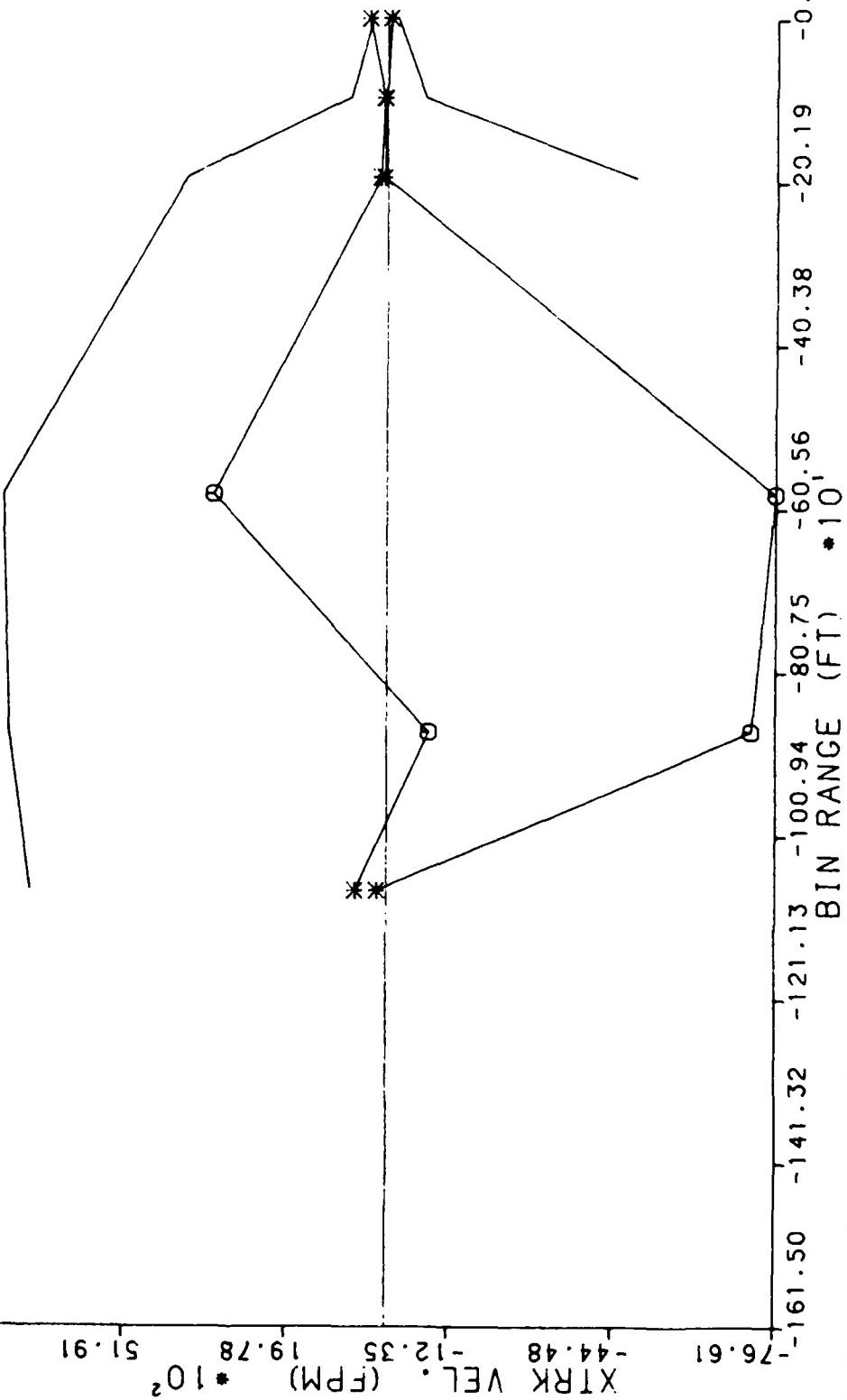
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- UH1 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 $\oplus$  INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

$*$  INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

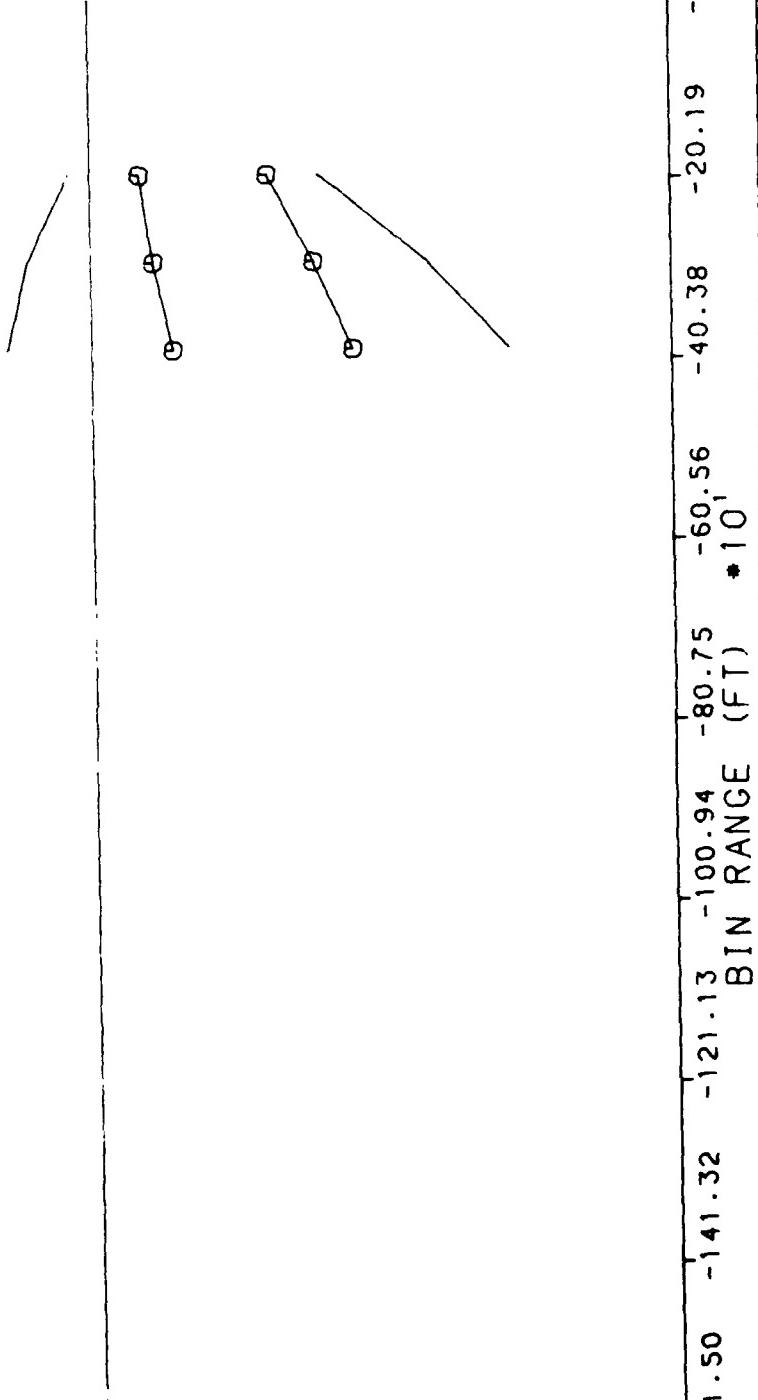


VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

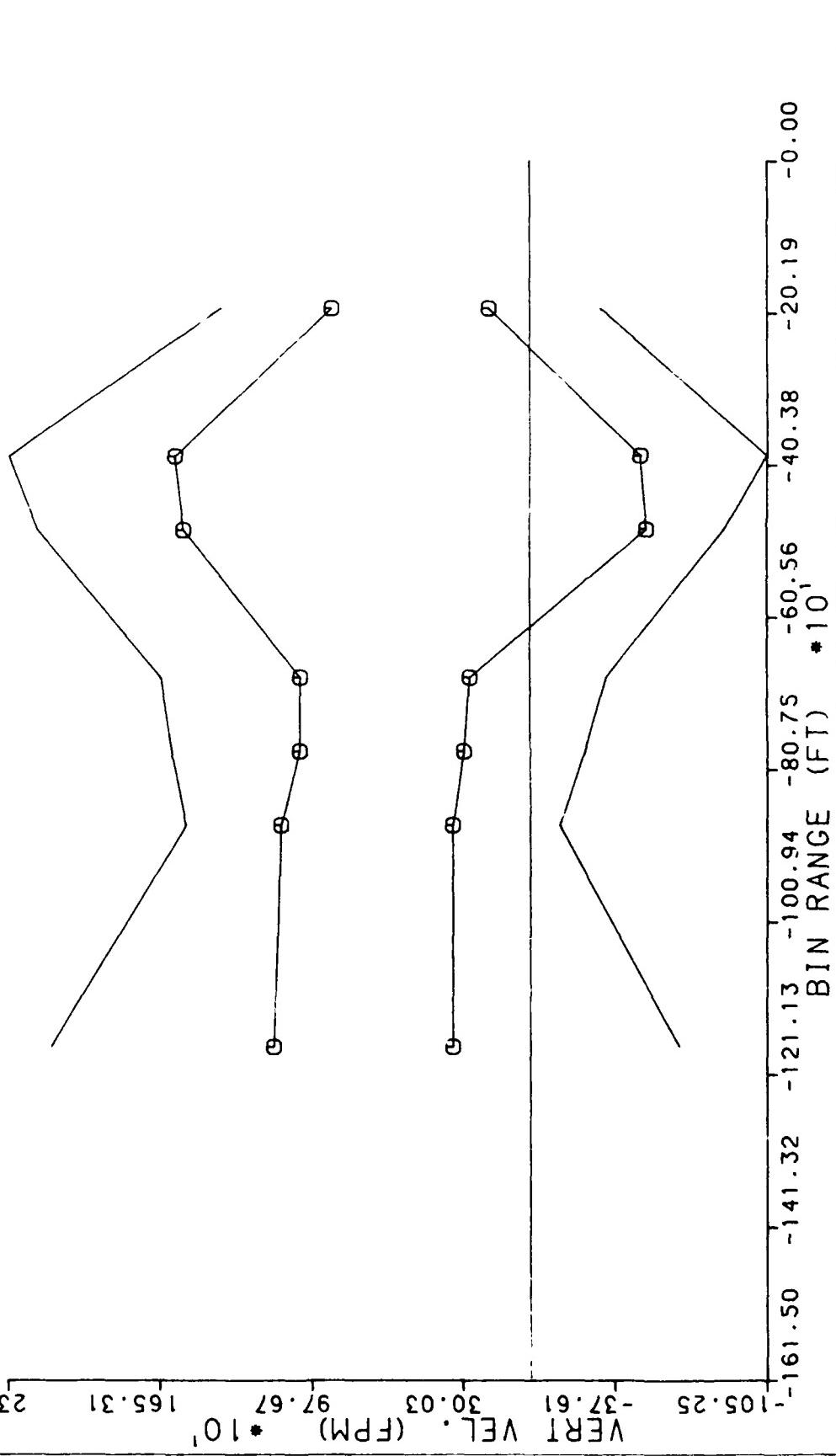
ATRK VEL. (FPM) \* 10<sup>2</sup>  
-98.12 -67.64 -37.17 -6.69 23.79 54.27  
-161.50 -141.32 -121.13 -100.94 -80.75 -60.56 -40.38 -20.19 -0.00



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

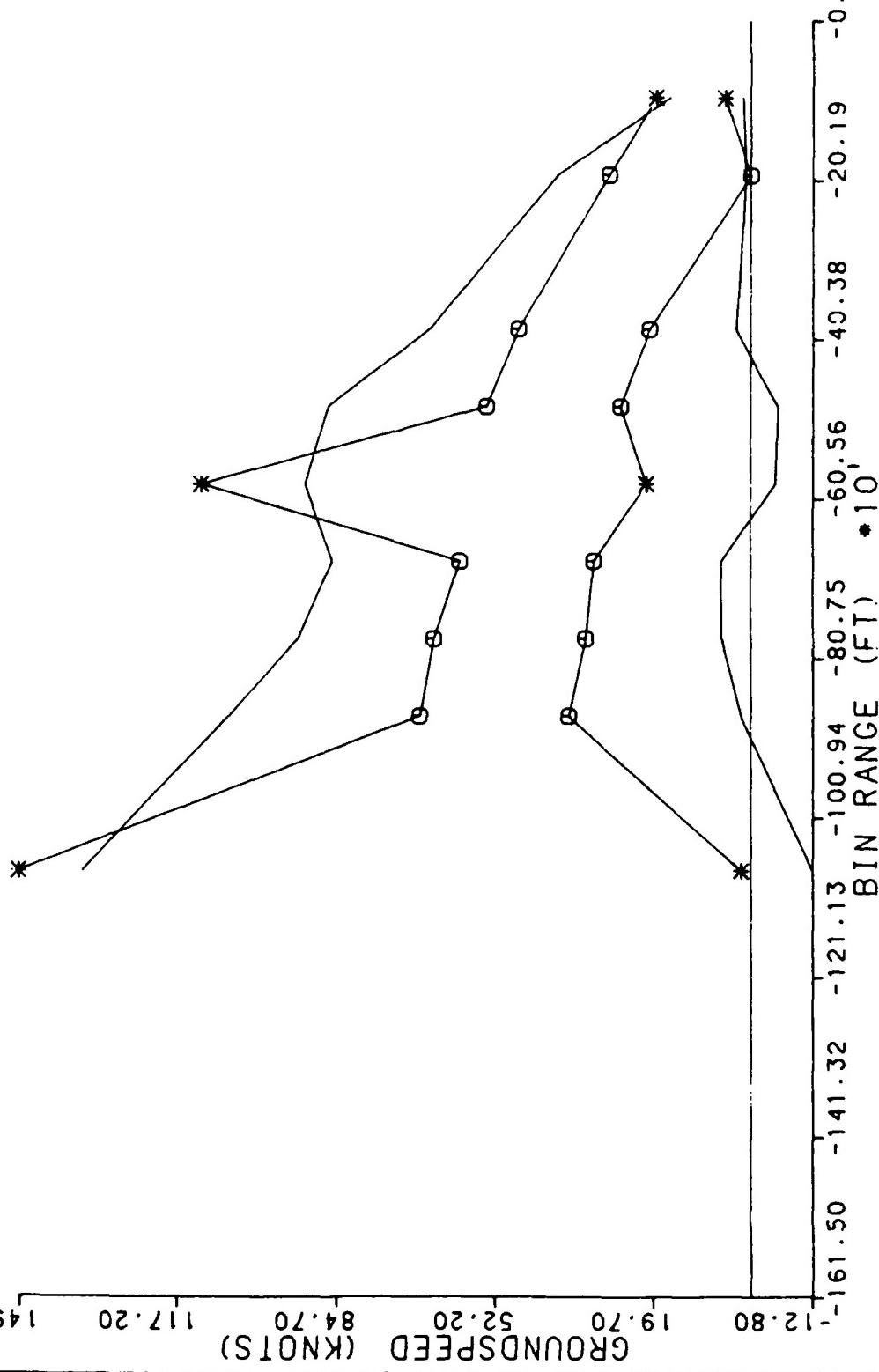
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— O INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

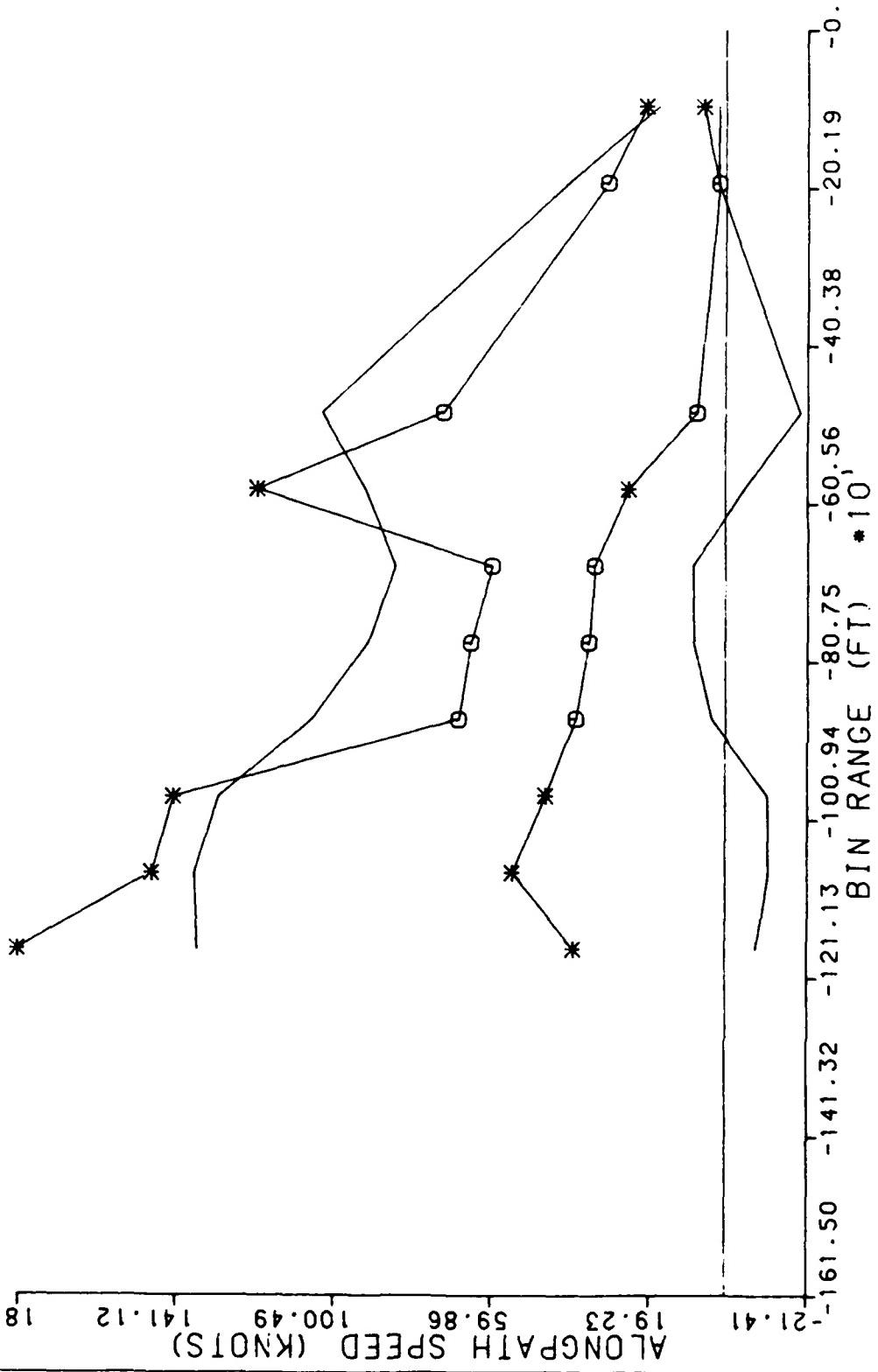
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

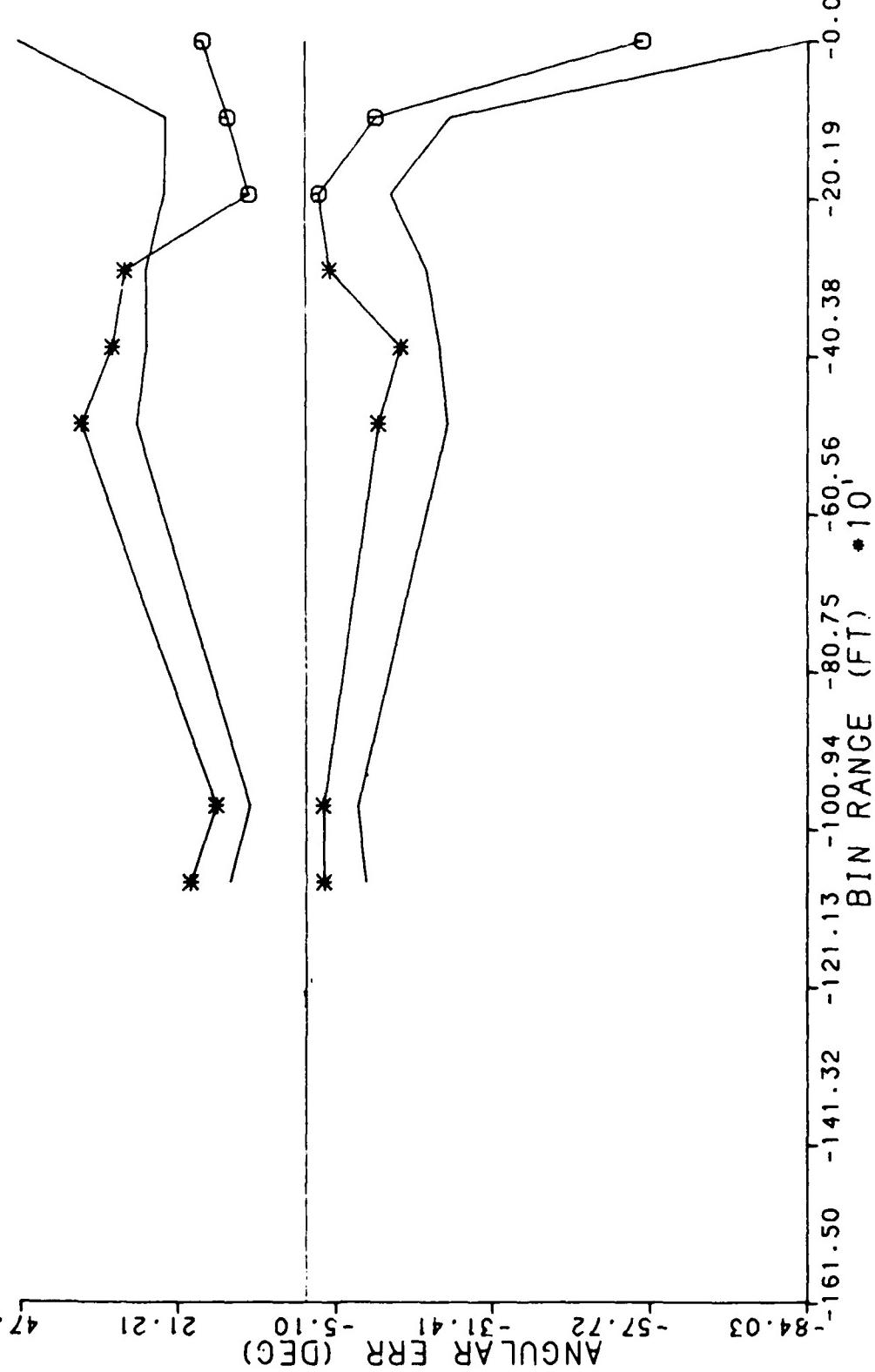
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

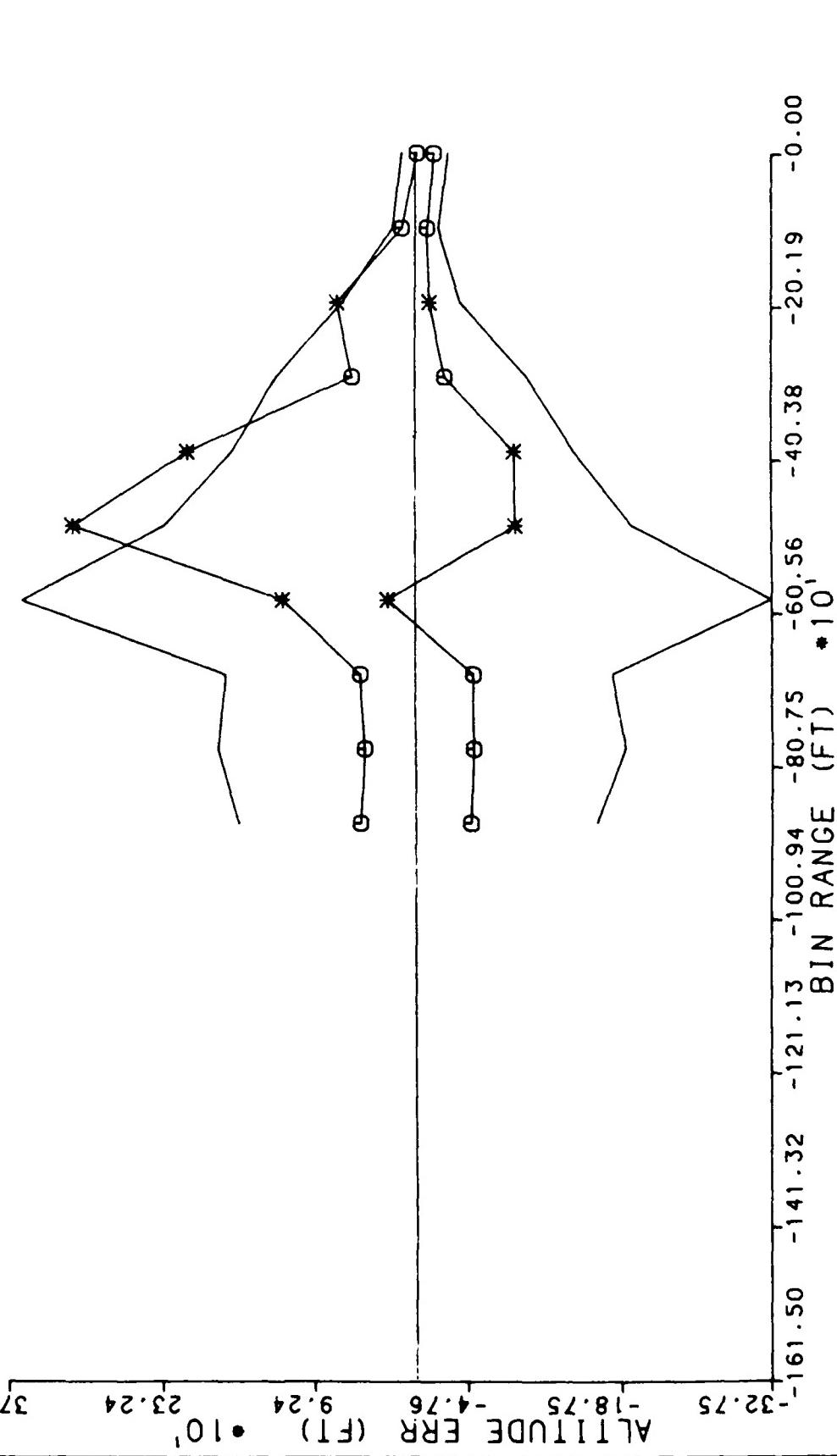
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UHI DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

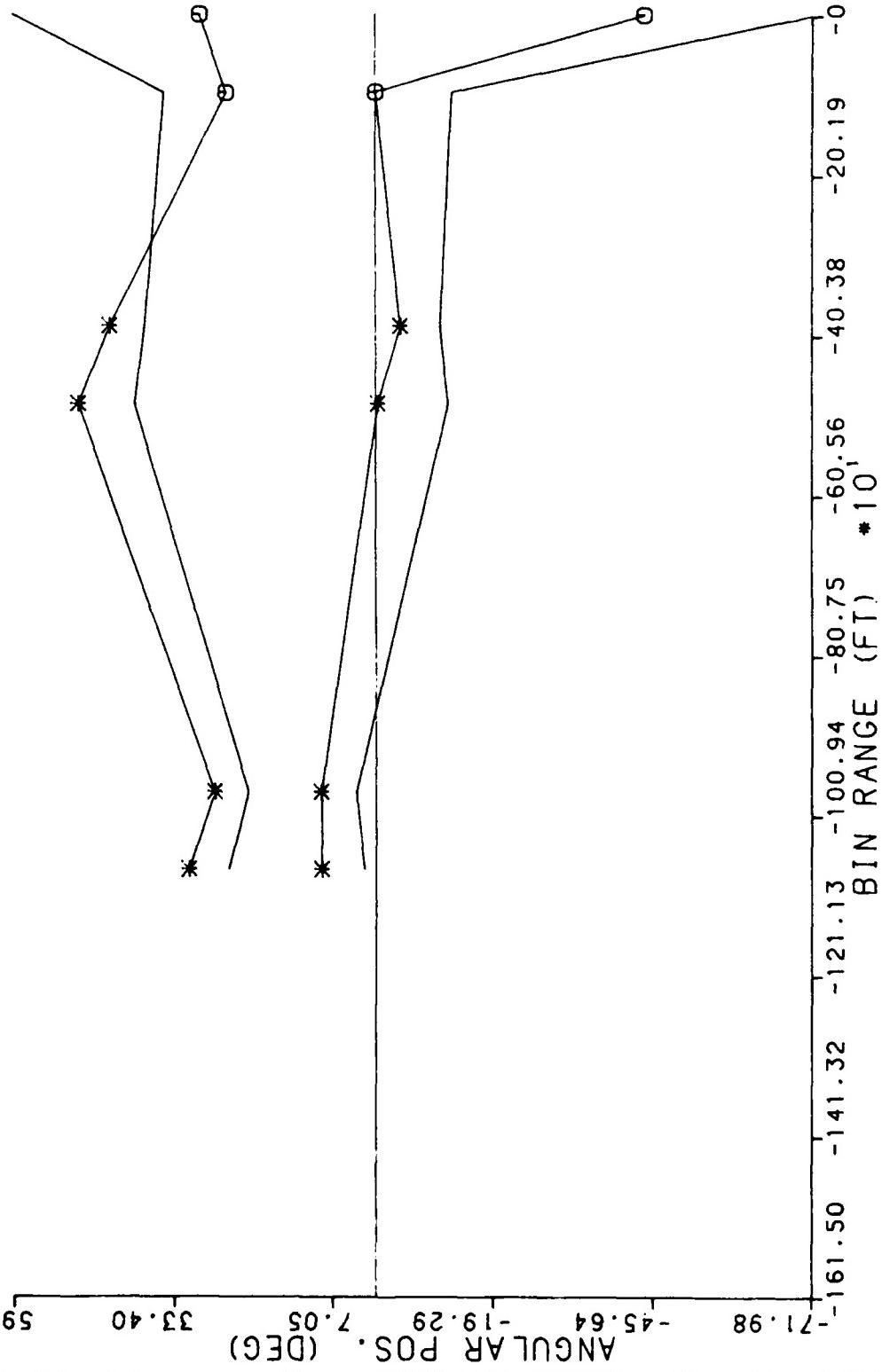
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- UH1 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



APPENDIX J  
DISTRIBUTION COMPARISON PLOTS FOR S-76 DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot, the order of the plots are explained here.

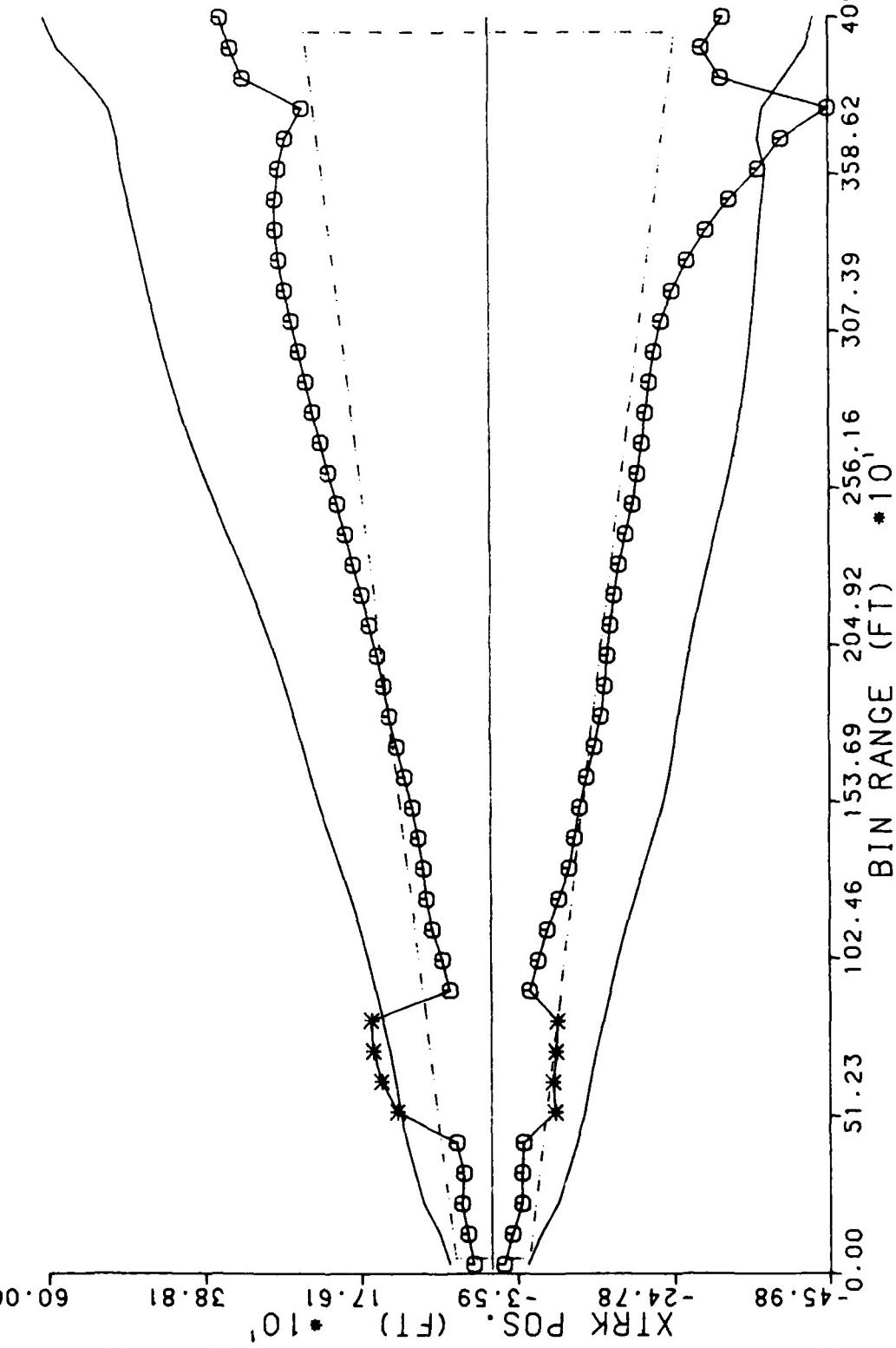
There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^\circ$ ,  $8.00^\circ$ , and  $10.00^\circ$  approaches. For departures they are:  $7.125^\circ$ ,  $10.00^\circ$ , and  $12.00^\circ$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
CROSSTRAK POSITION (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08435

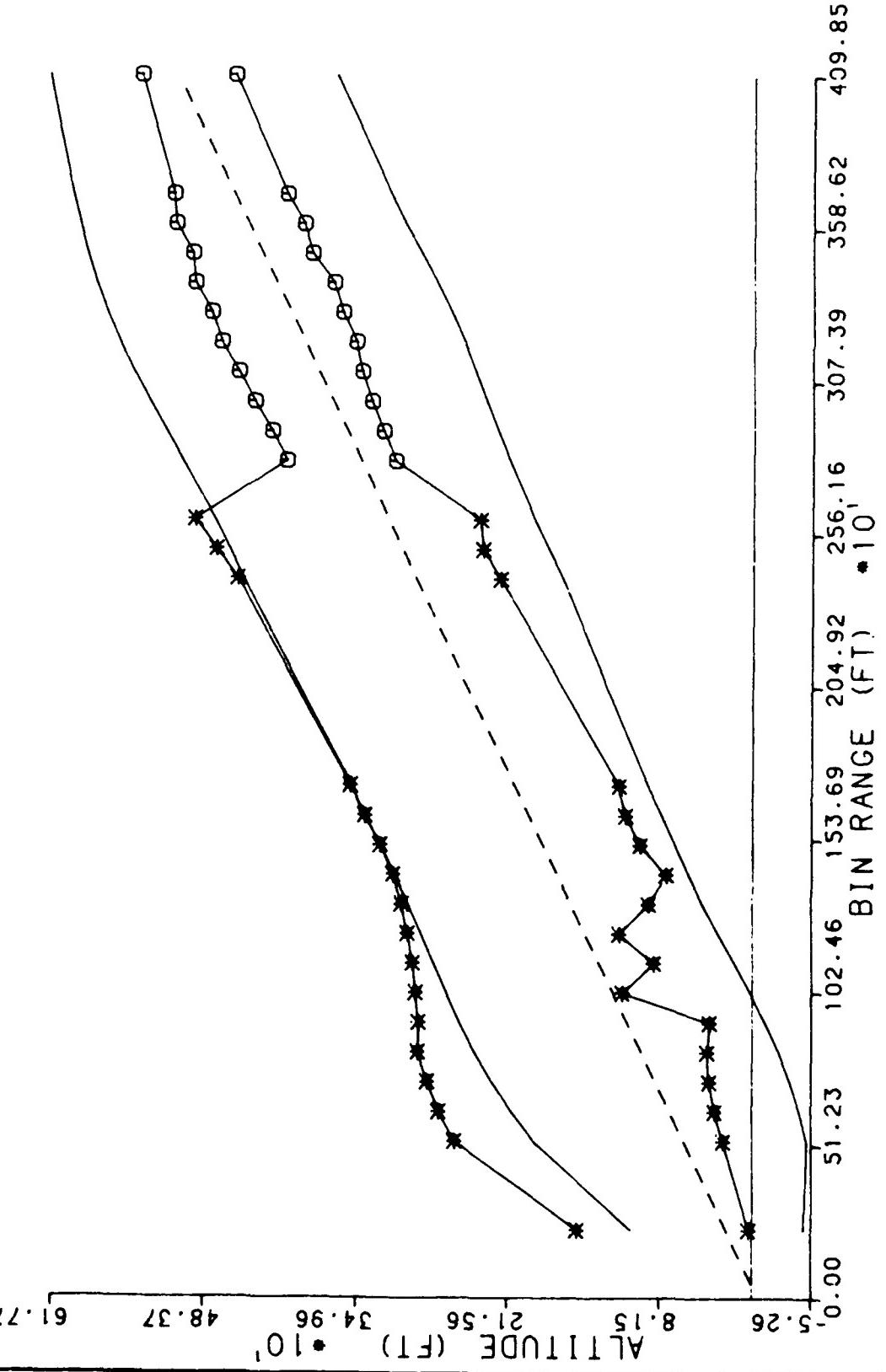
-- INDICATES FAA APPROACH SURFACE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

Data prepared by FAA Technical Center  
Atlantic City Airport, NJ 08403

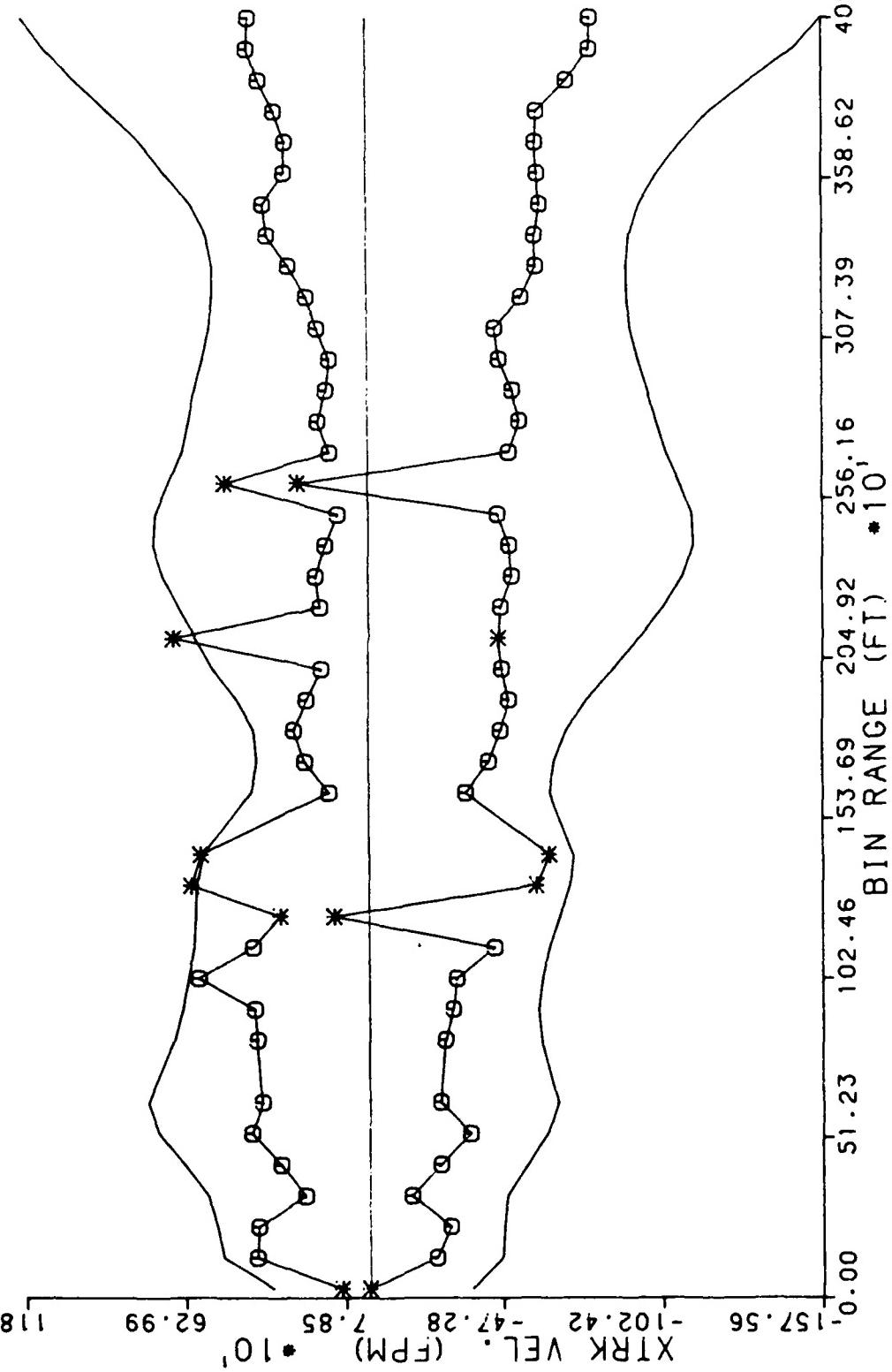
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

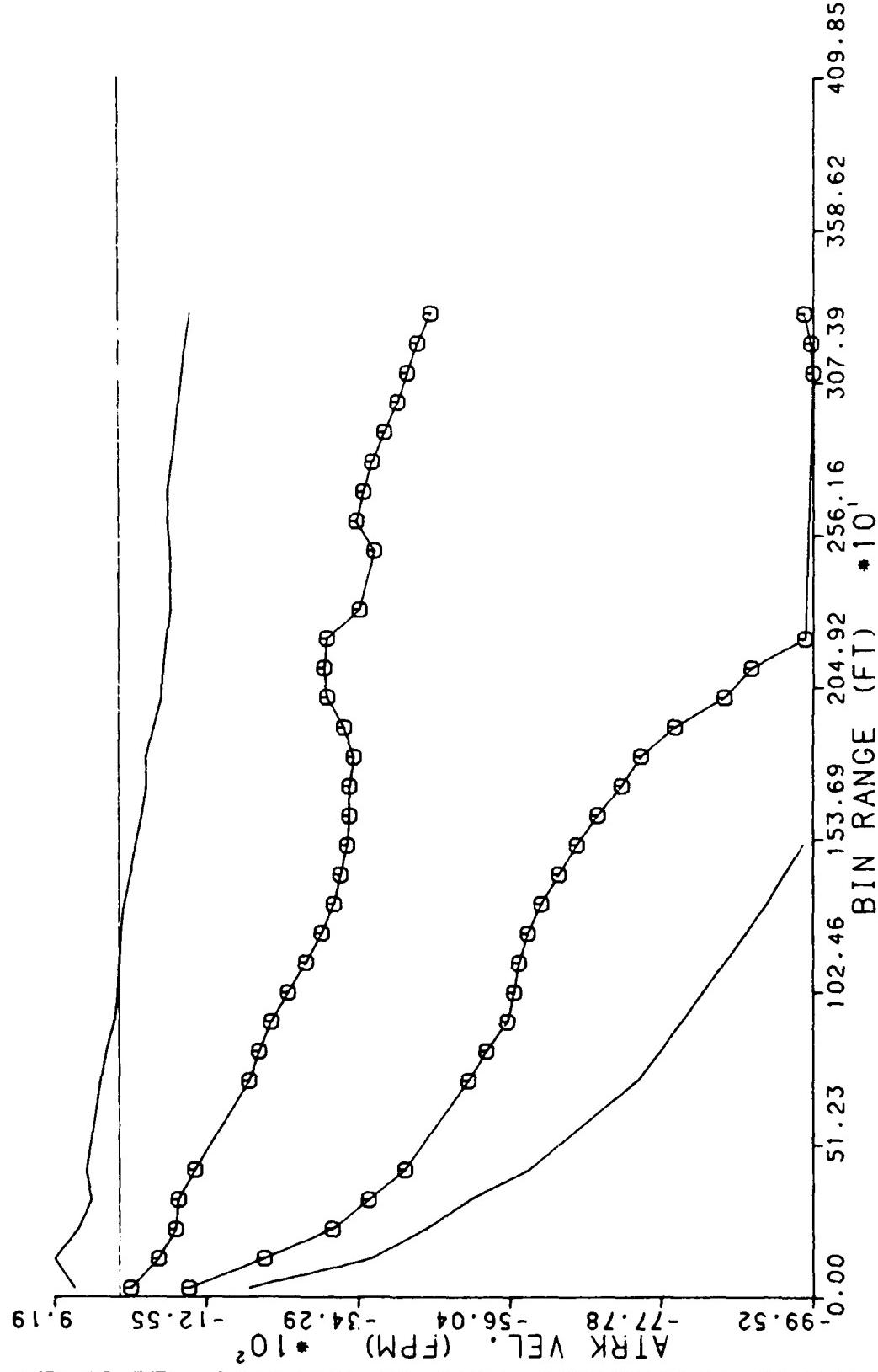
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

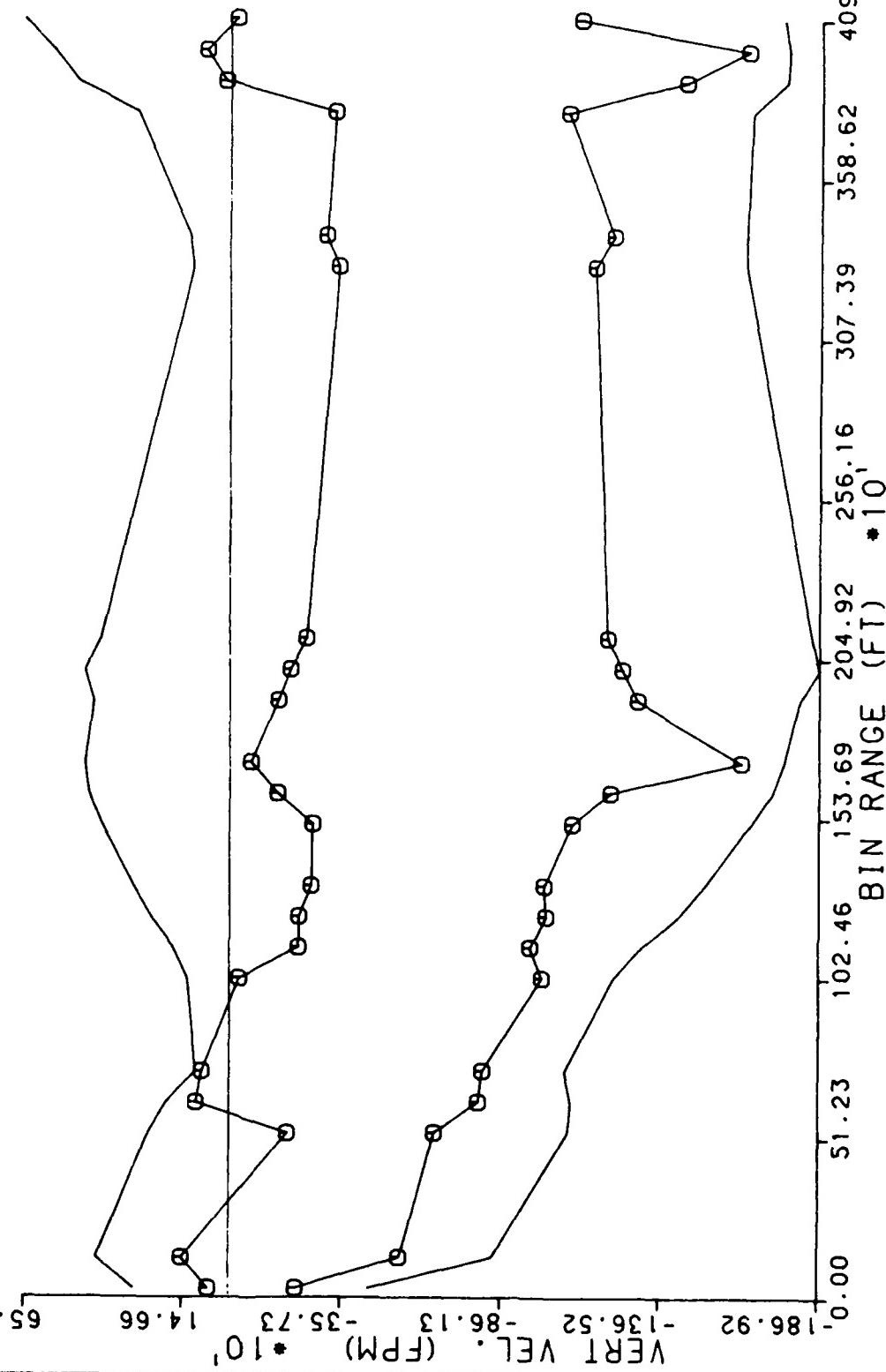
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

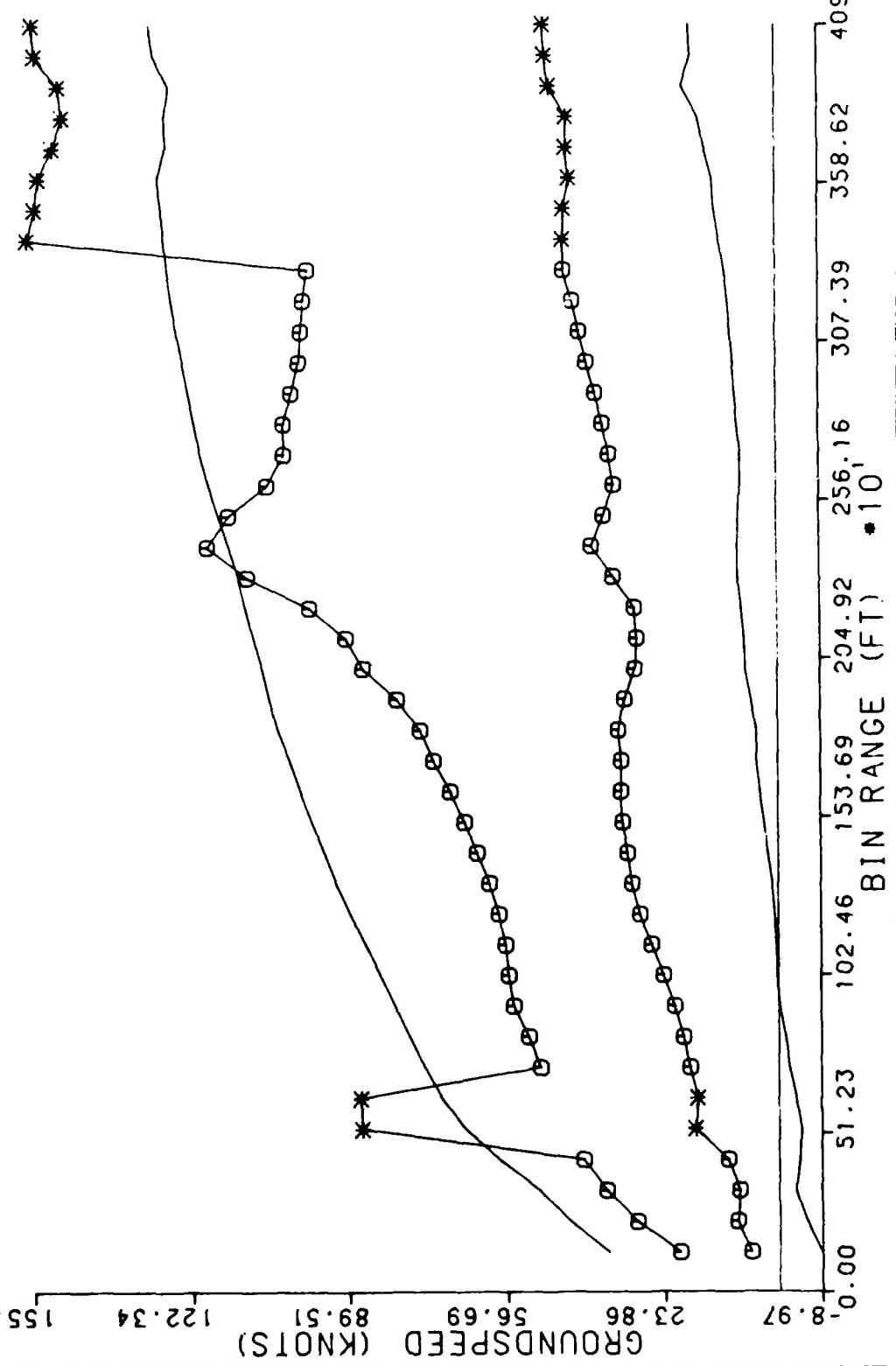
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 → INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08303

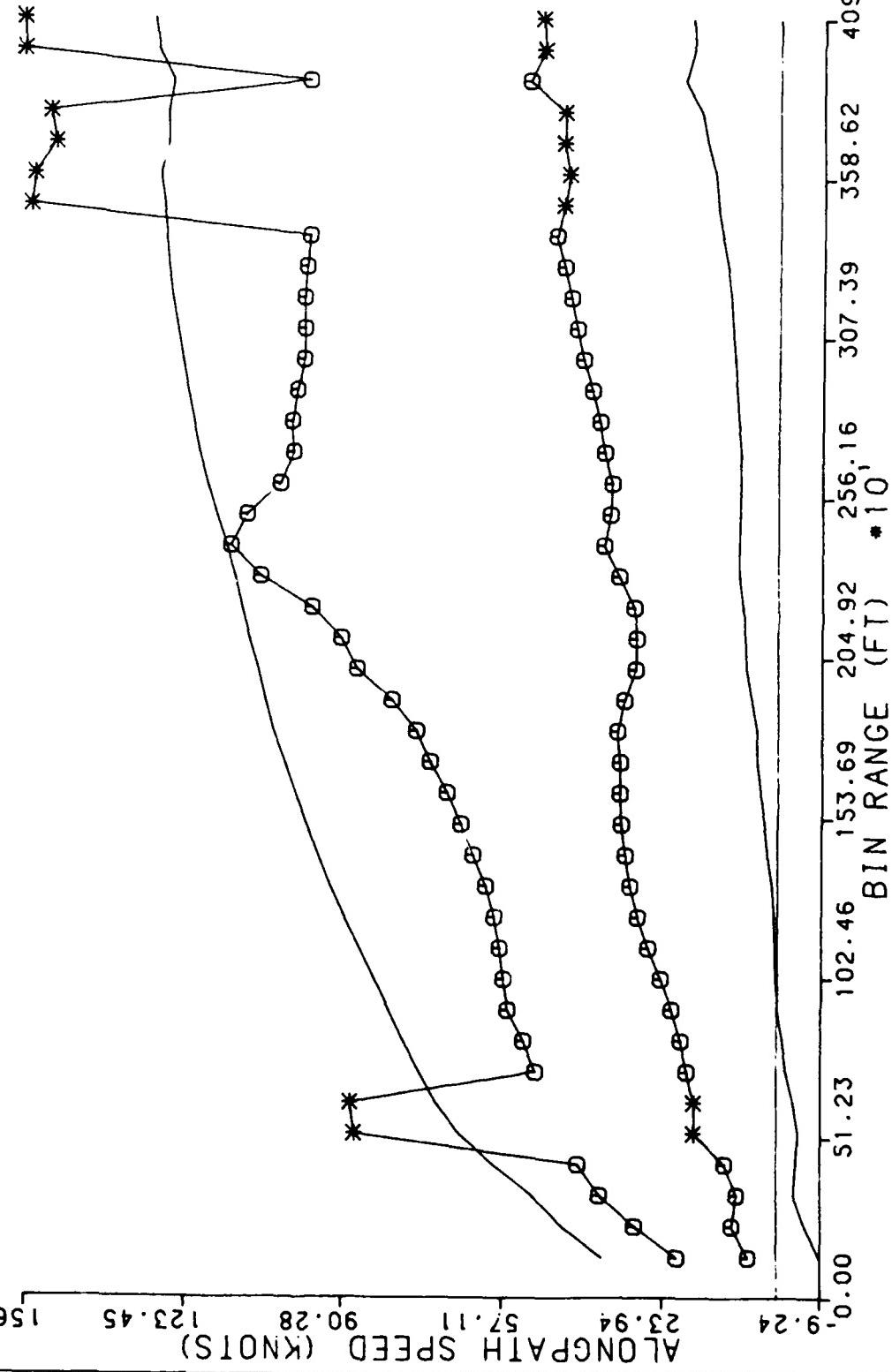
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
□ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

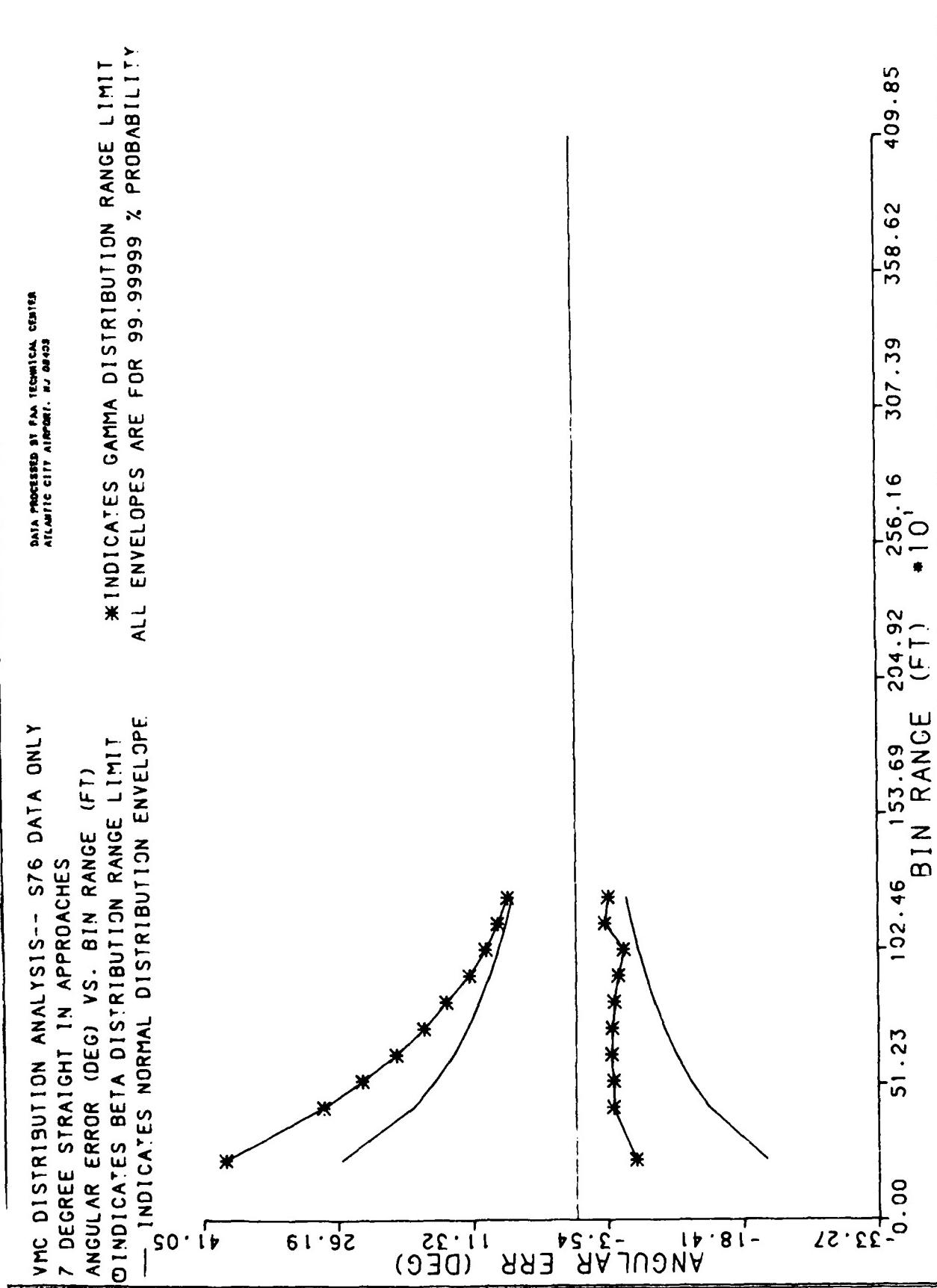
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

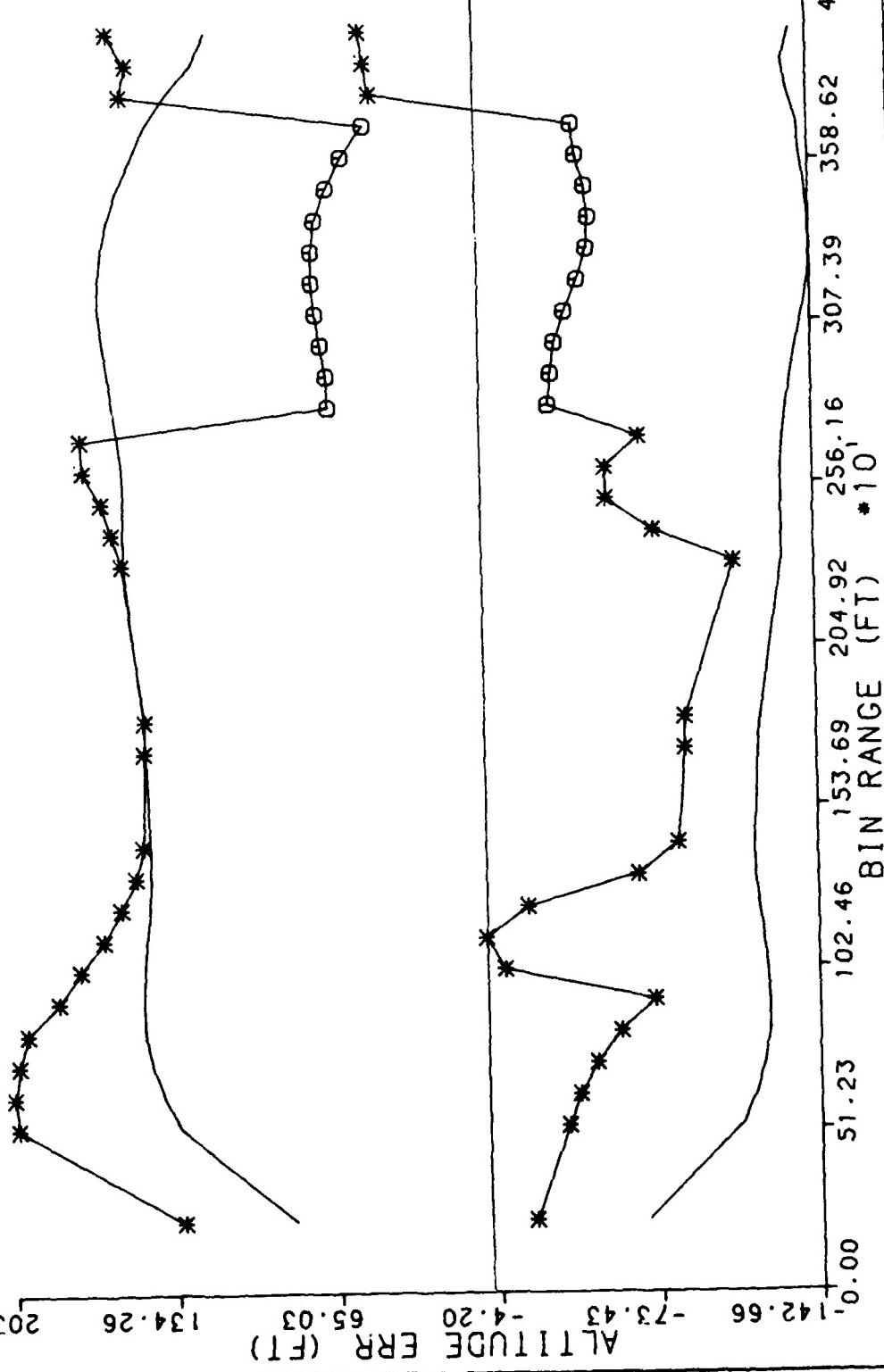
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
© INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

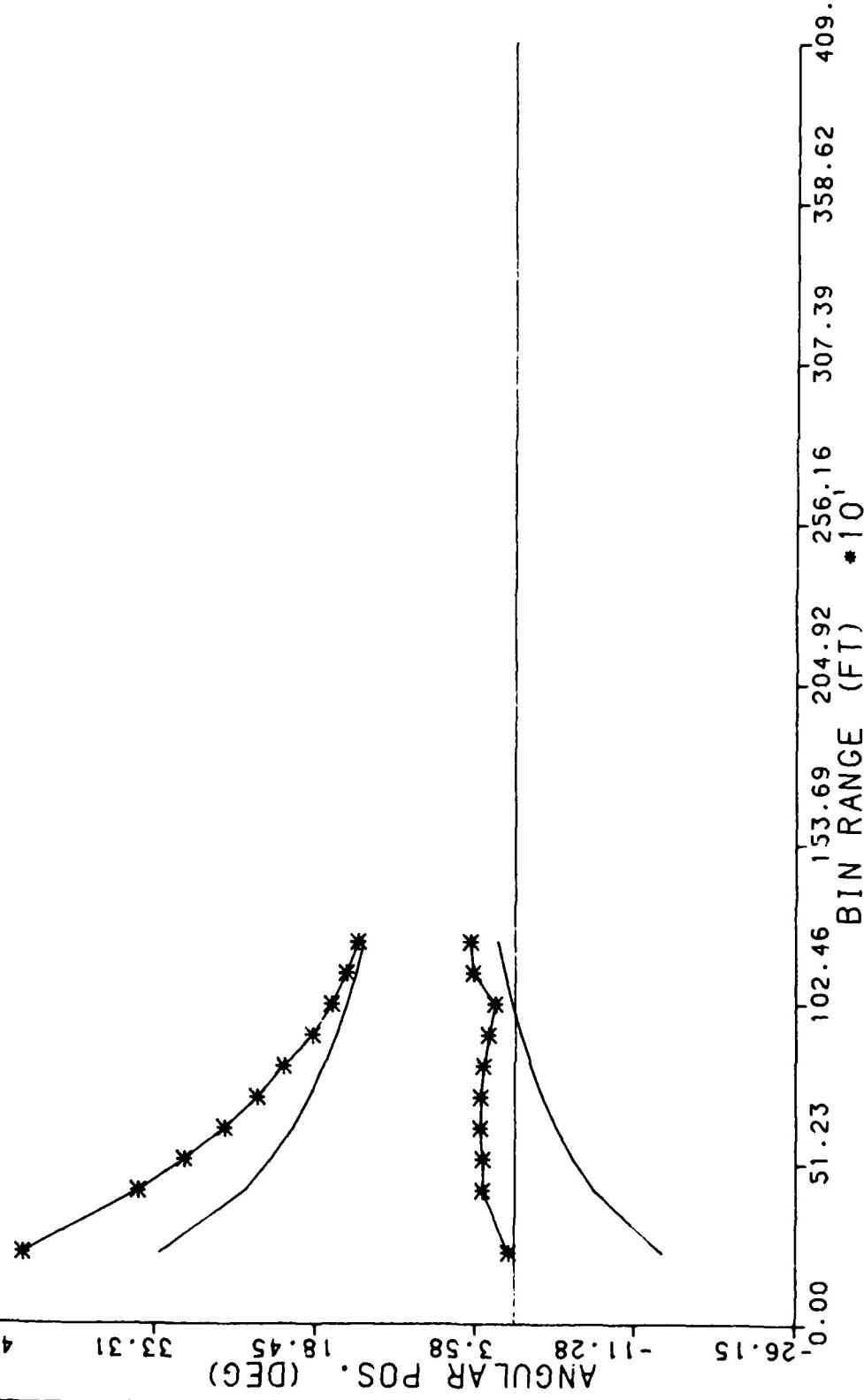
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
◎ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

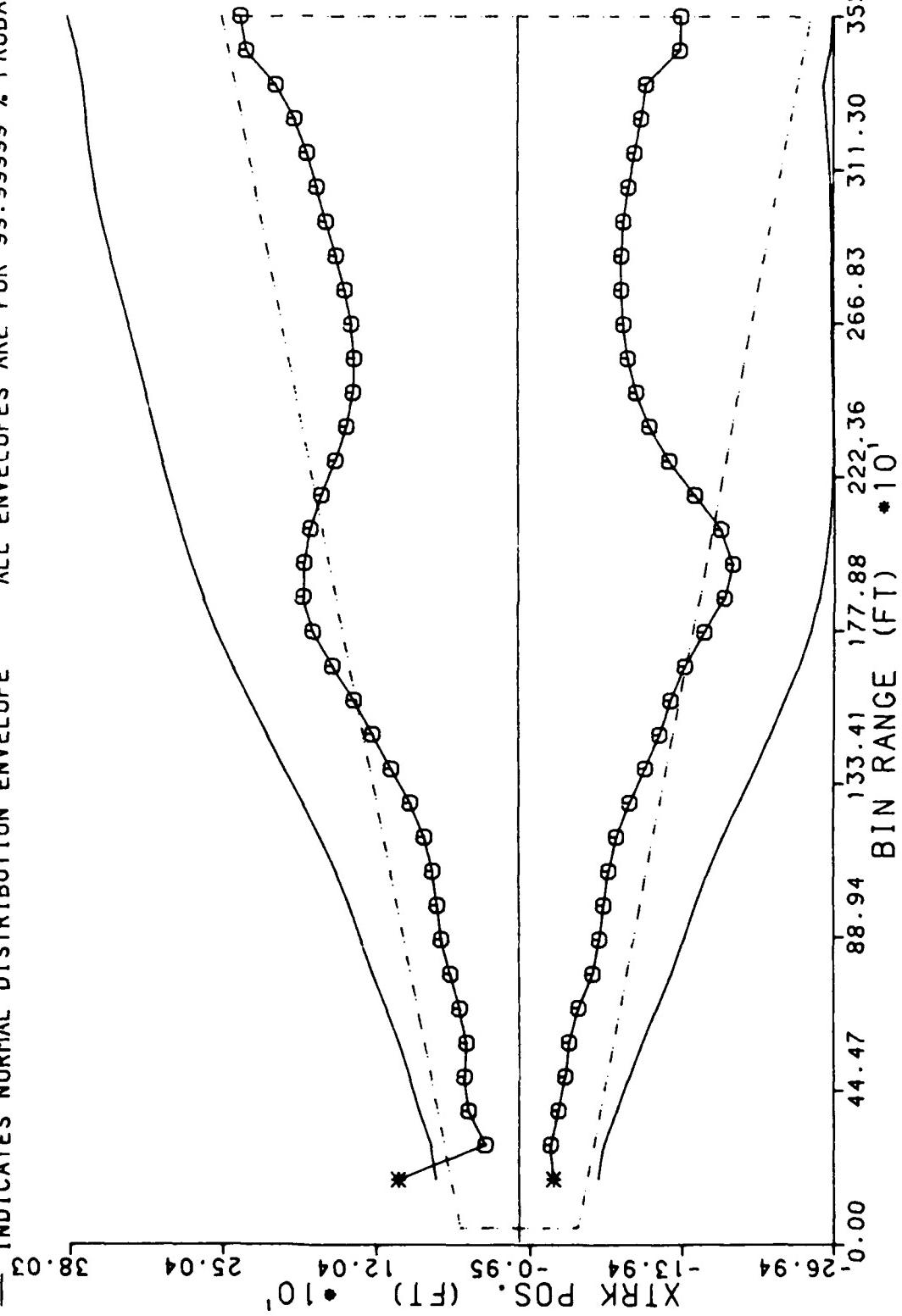
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08005

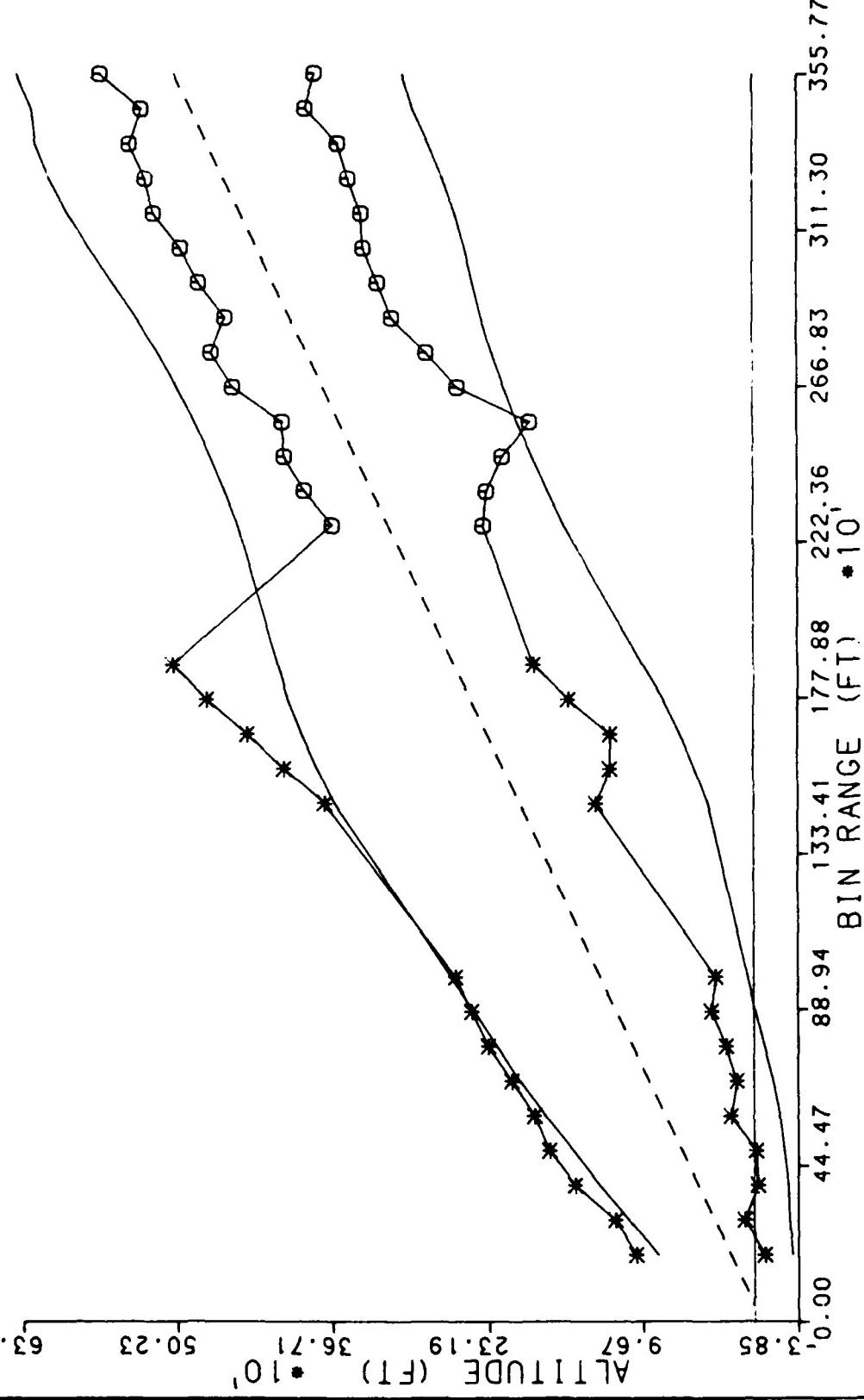
— INDICATES FAA APPROACH SURFACE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

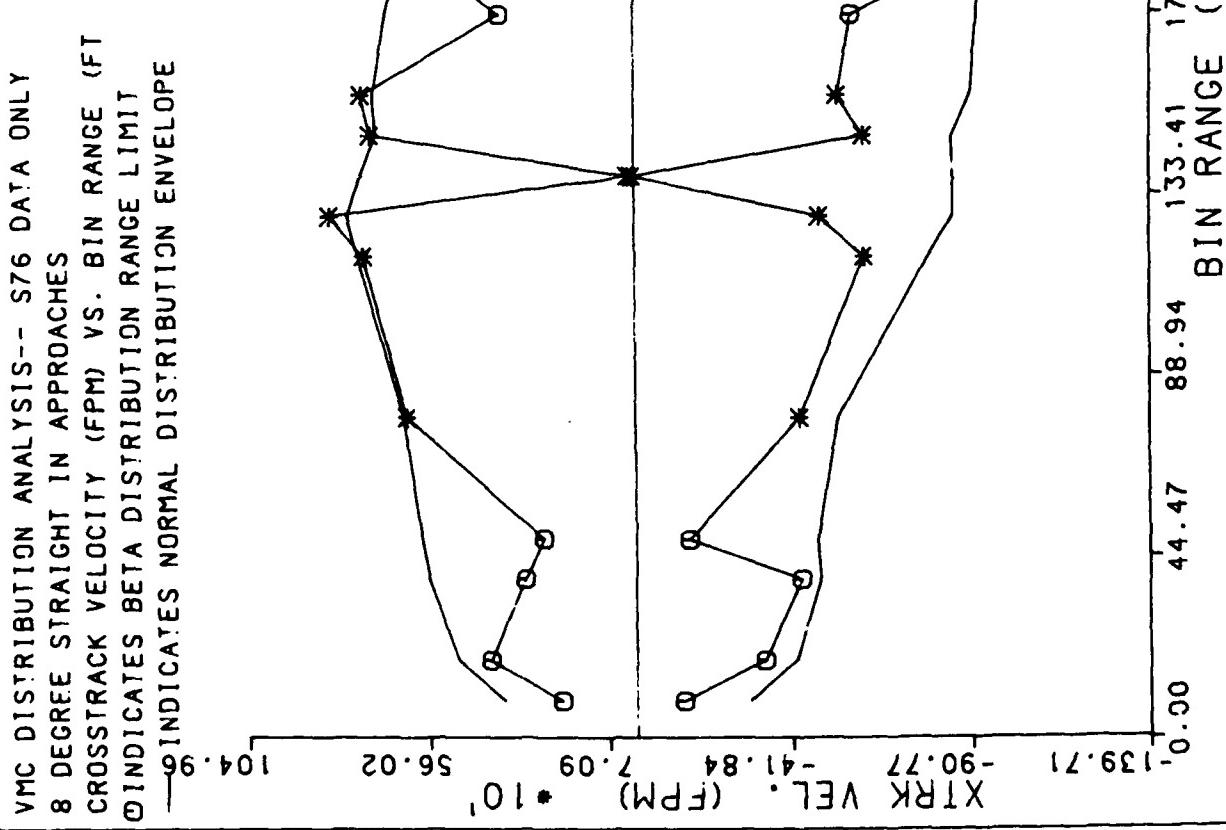


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ dertos

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



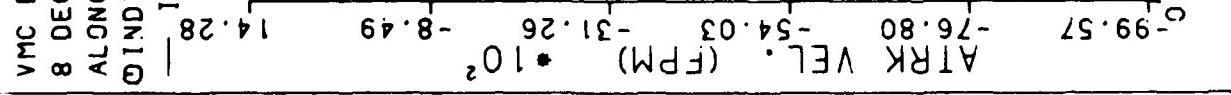


DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

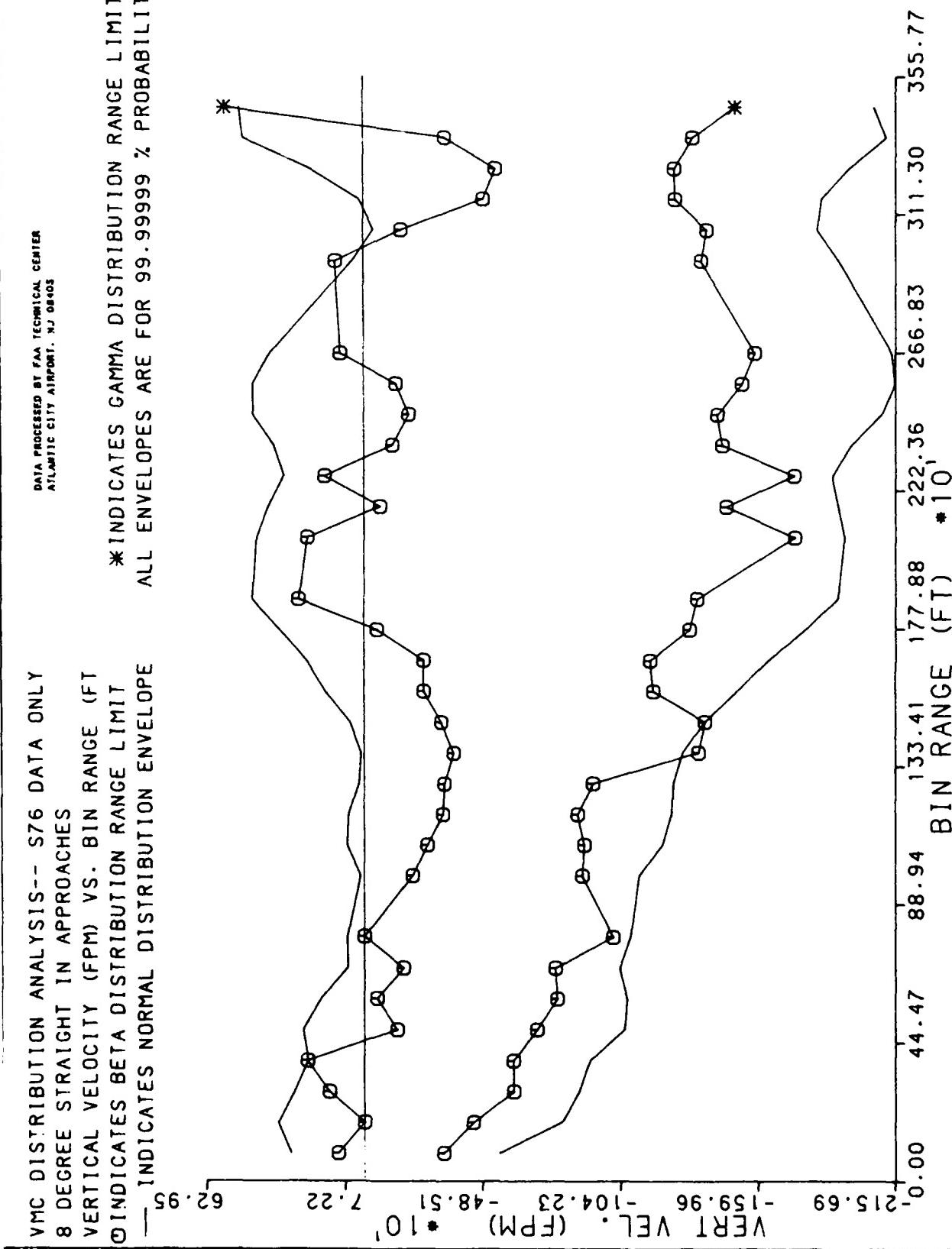
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
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VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

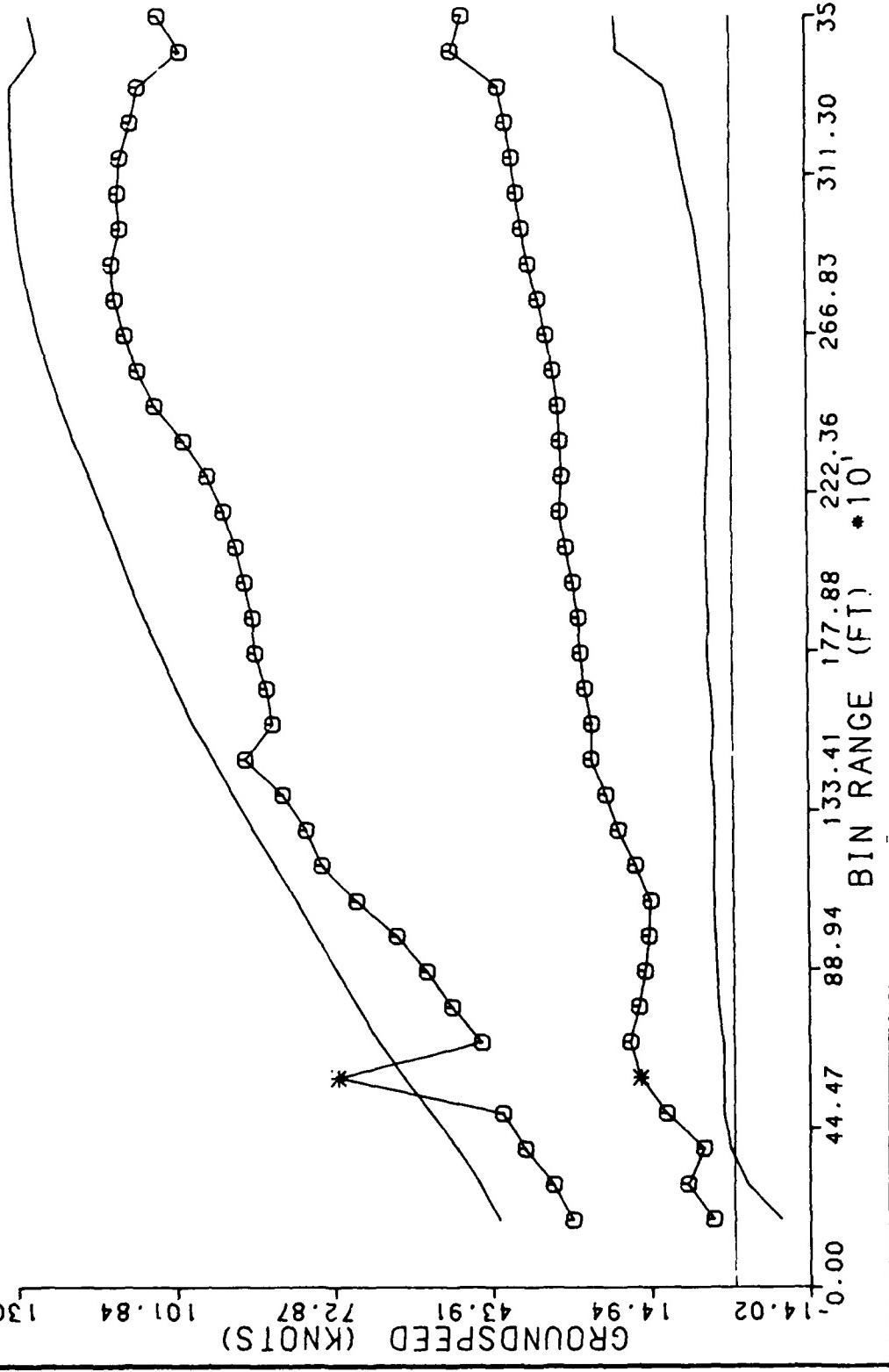
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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ATLANTIC CITY AIRPORT, NJ 08435

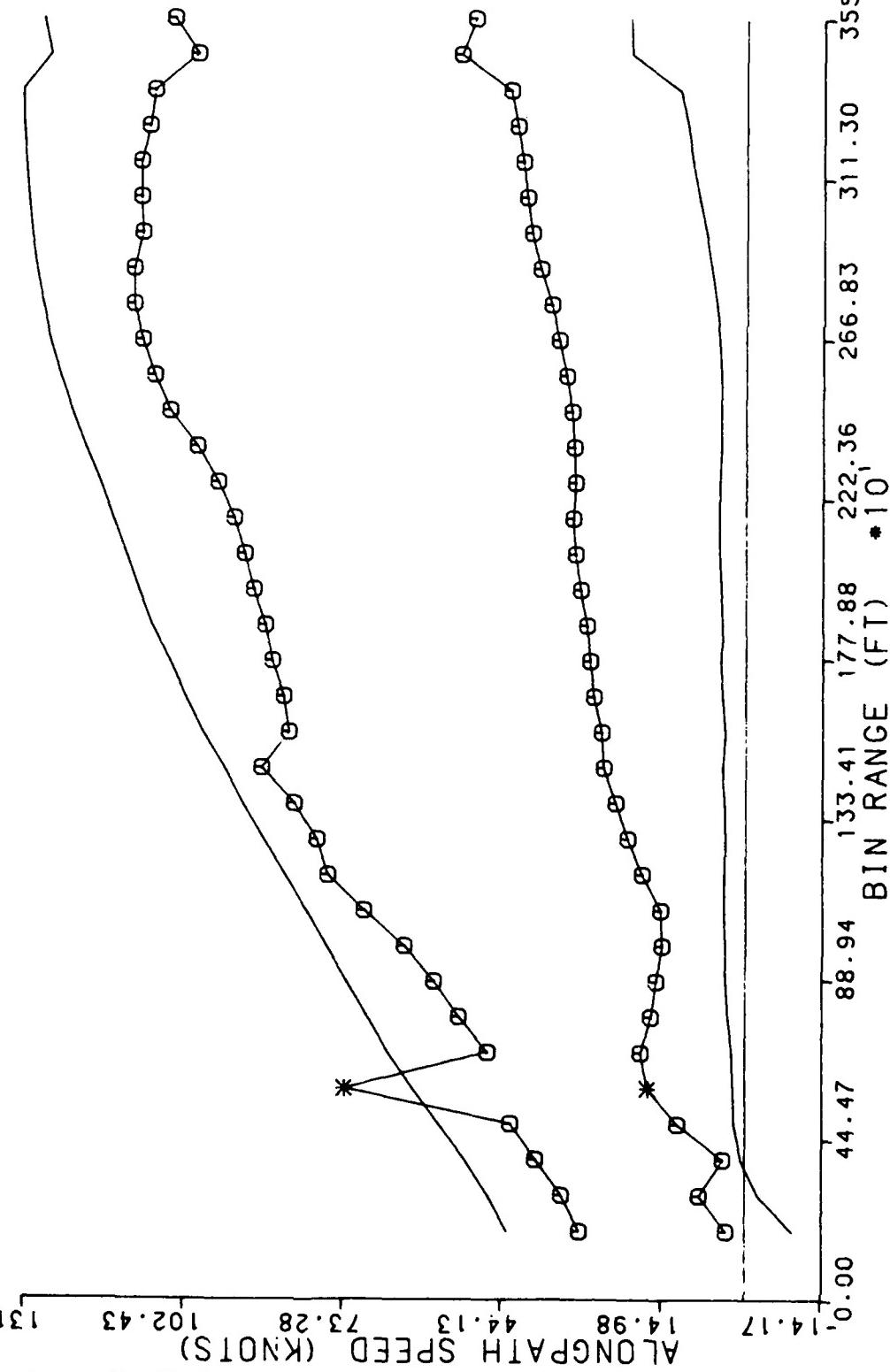
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
—□ INDICATES NORMAL DISTRIBUTION ENVELOPE

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ATLANTIC CITY AIRPORT, NJ 08405

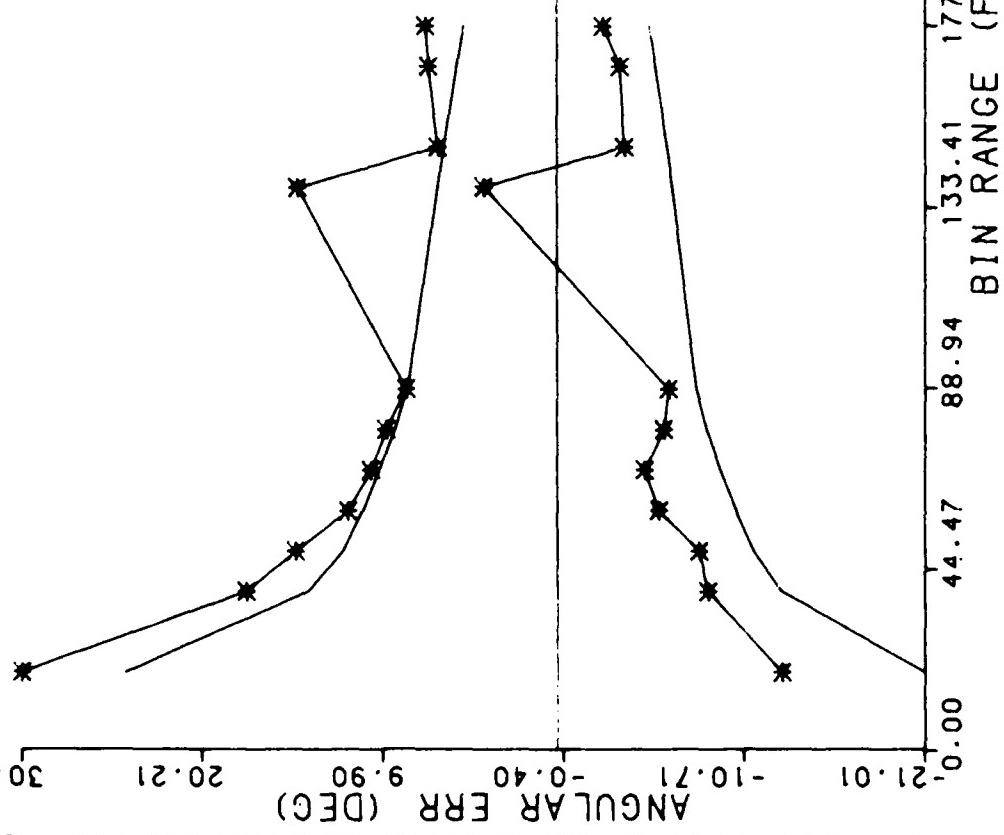
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

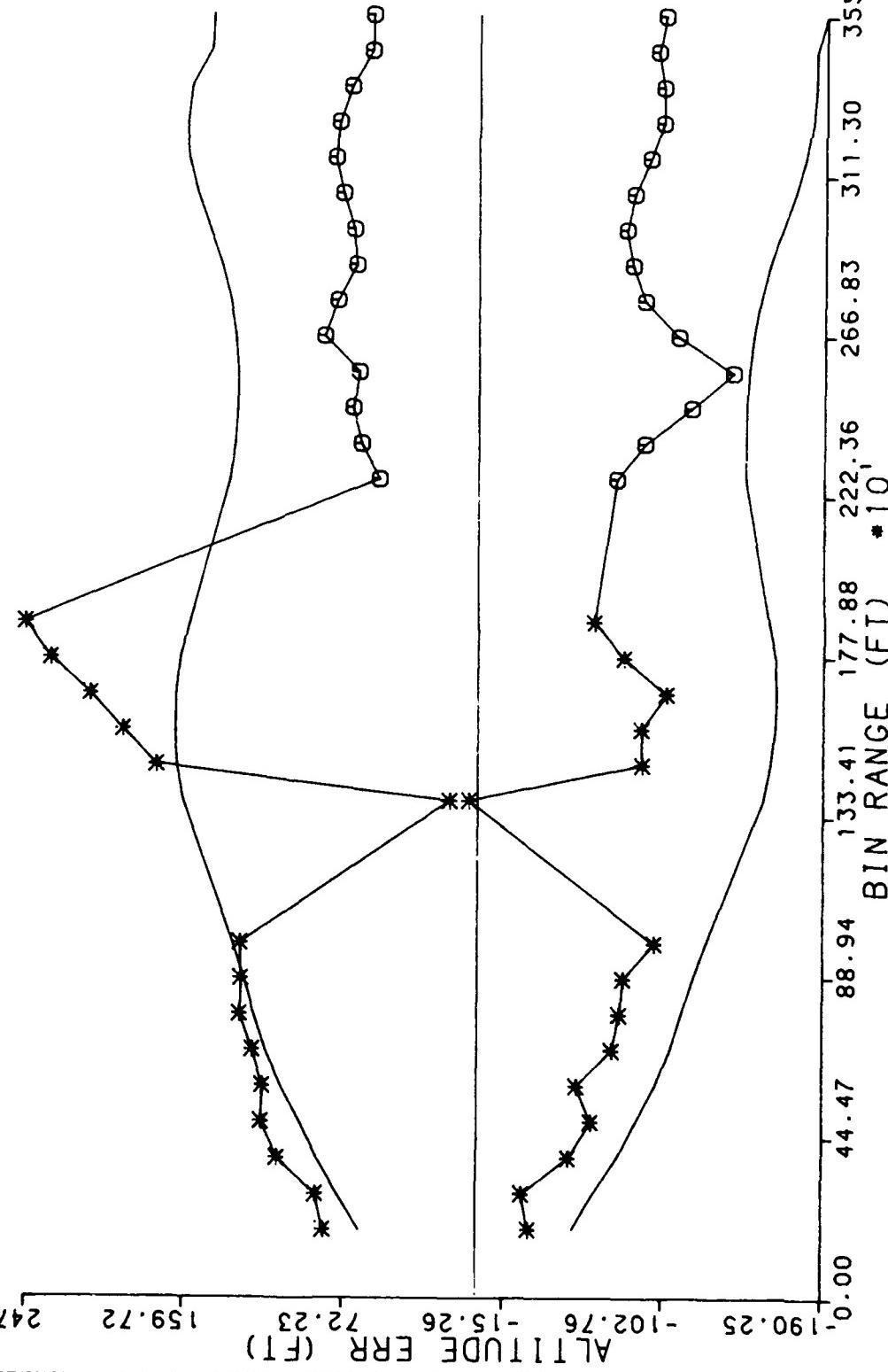
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

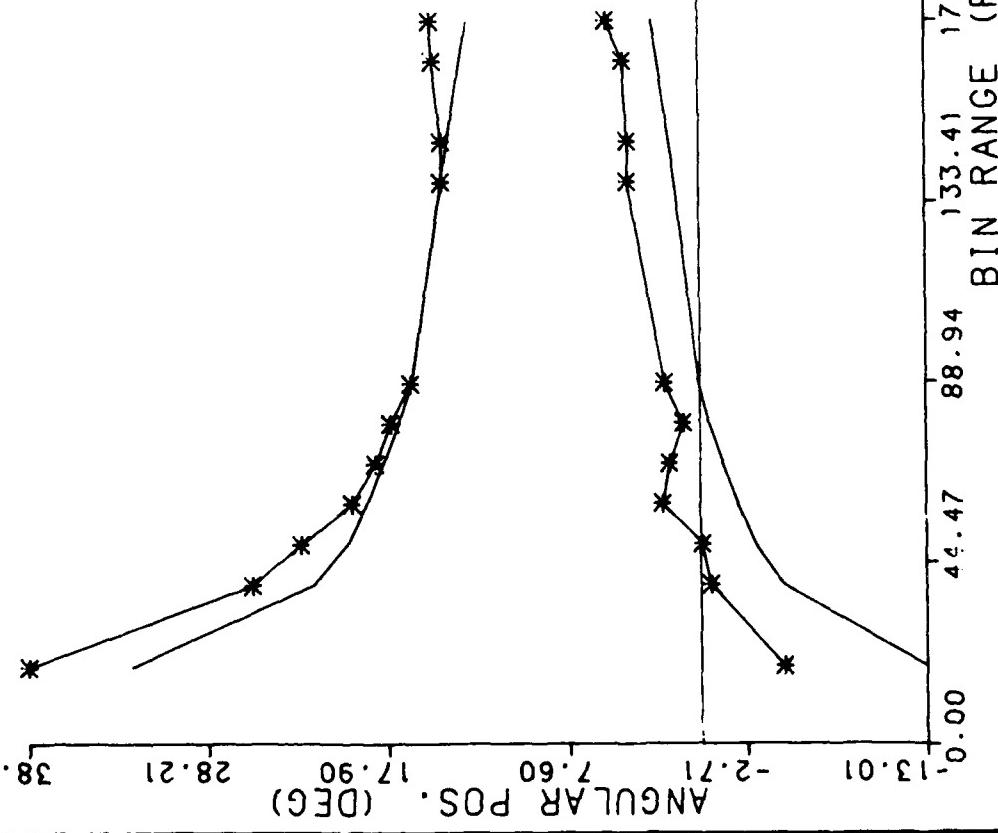
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08303

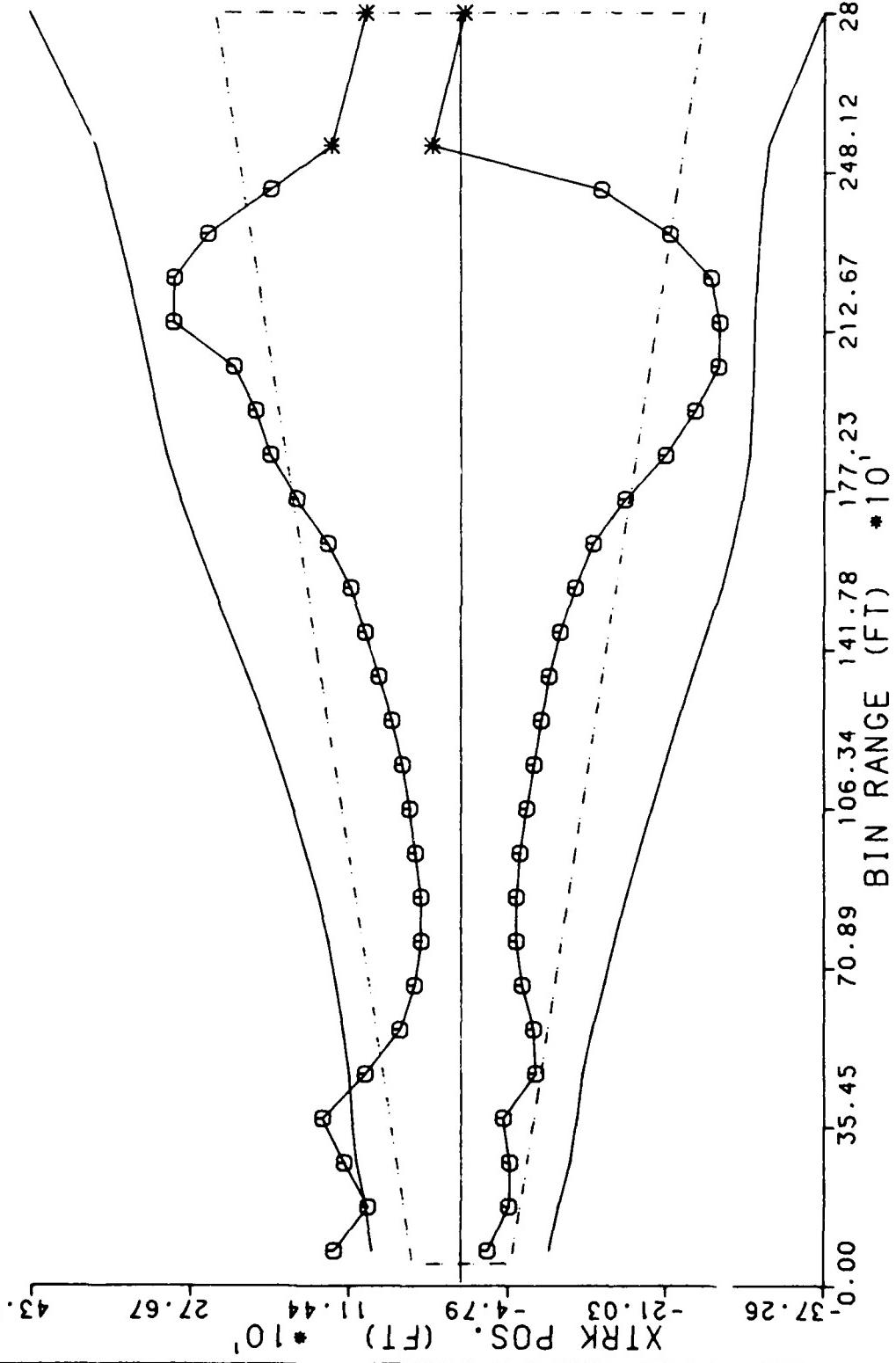
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - INDICATES FAA APPROACH SURFACE  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

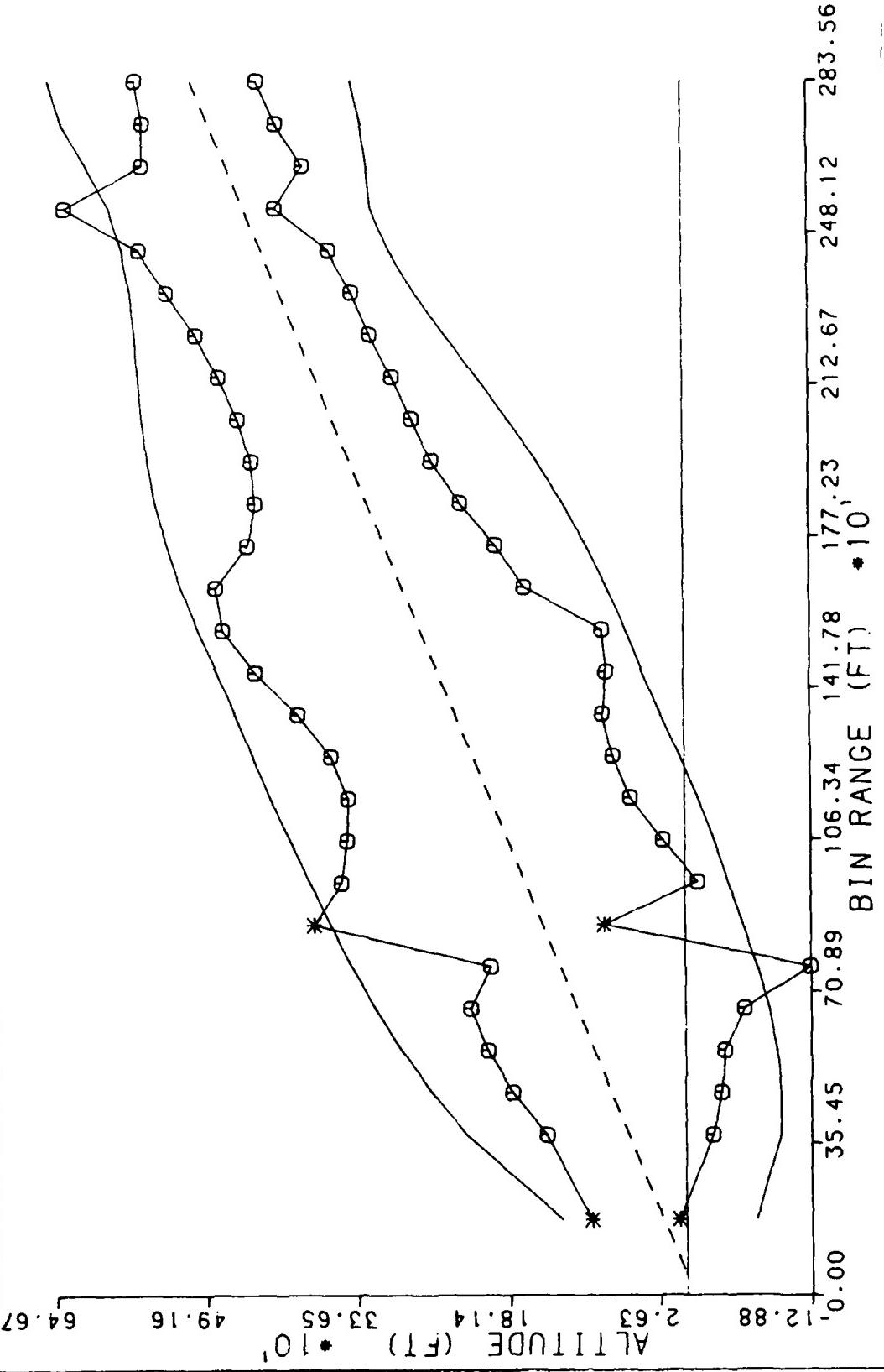
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
Ω INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

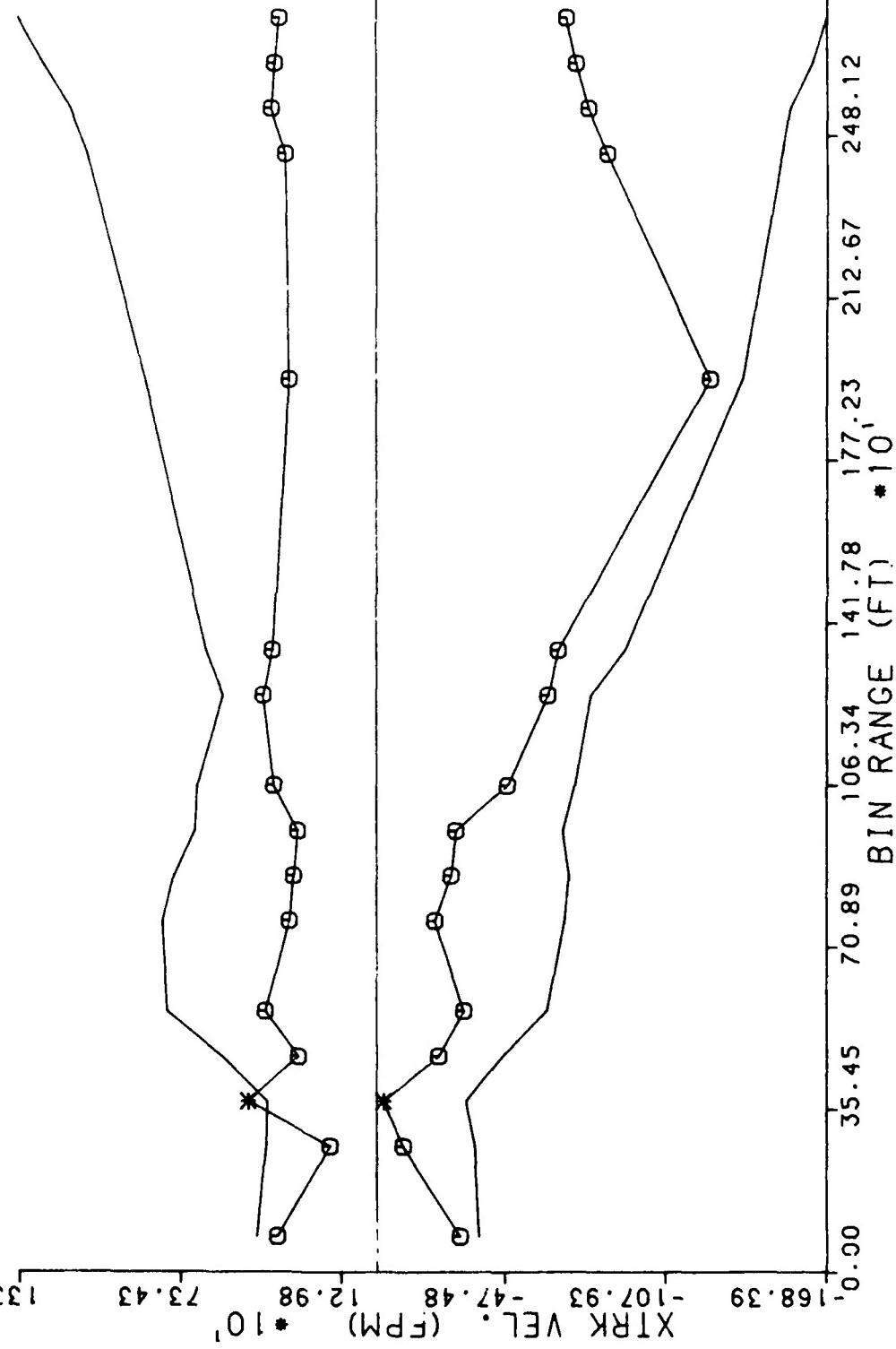
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

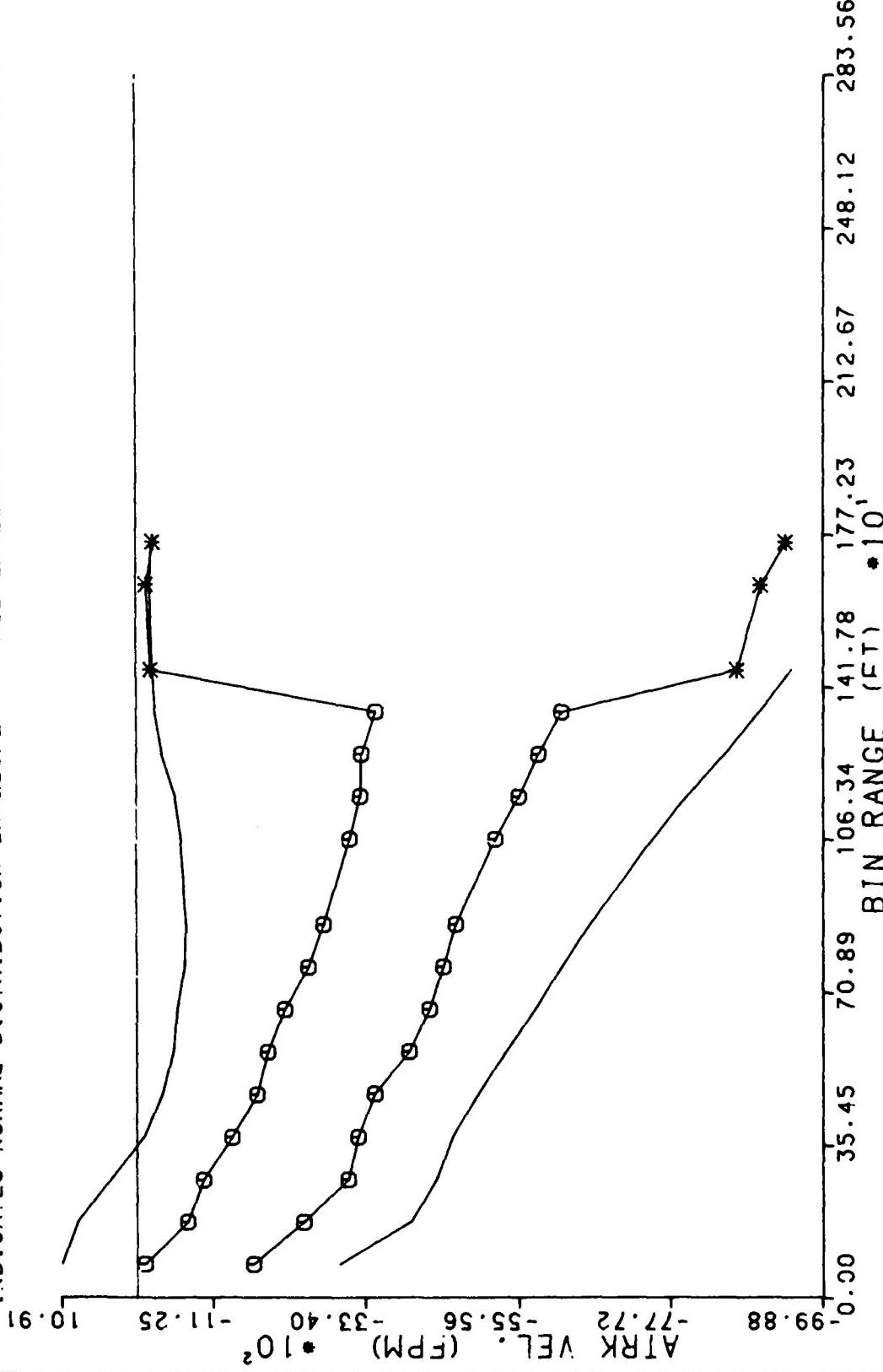
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 (\*) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 (—) INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT, NJ 08435

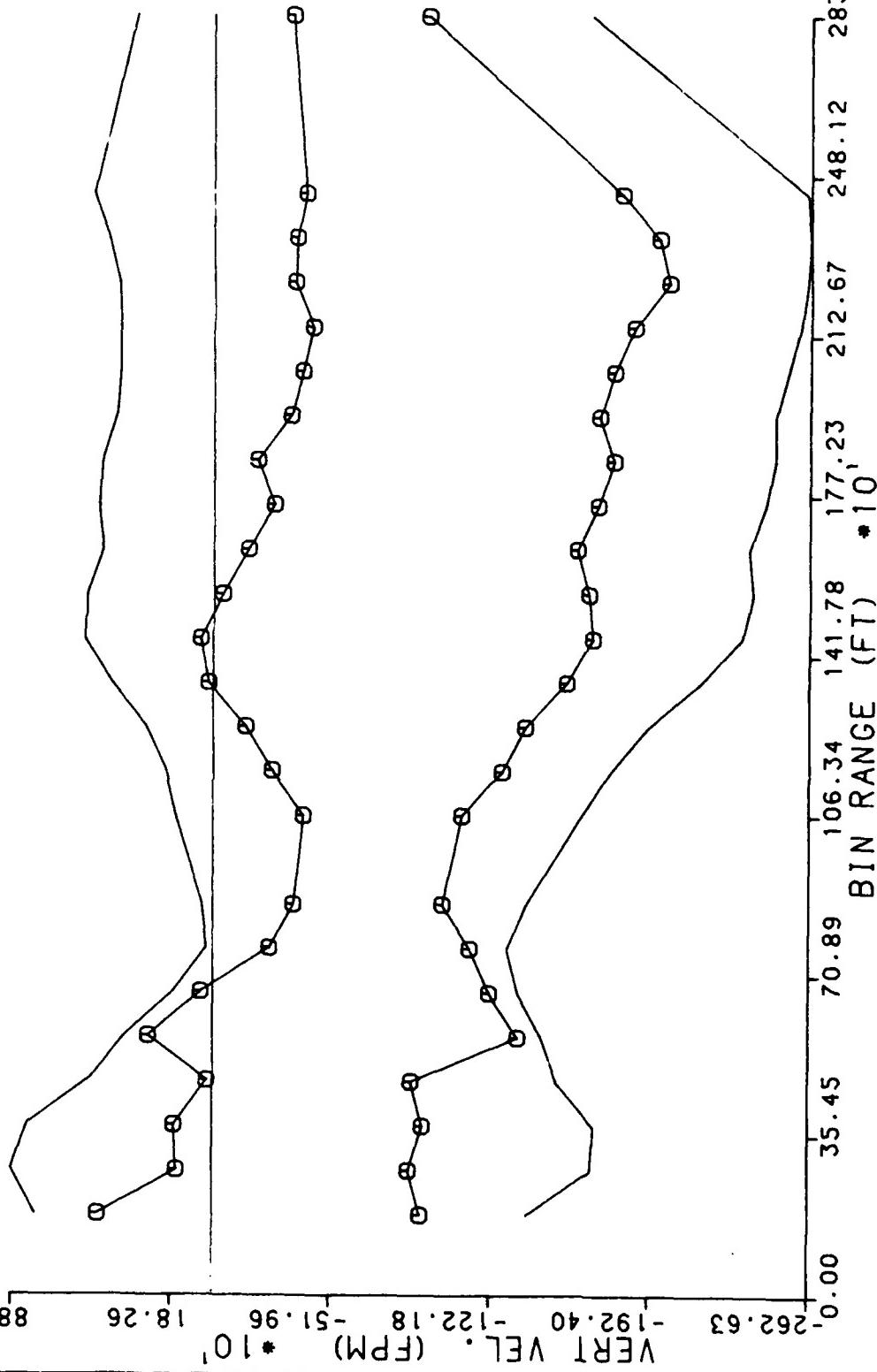
(\*) INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

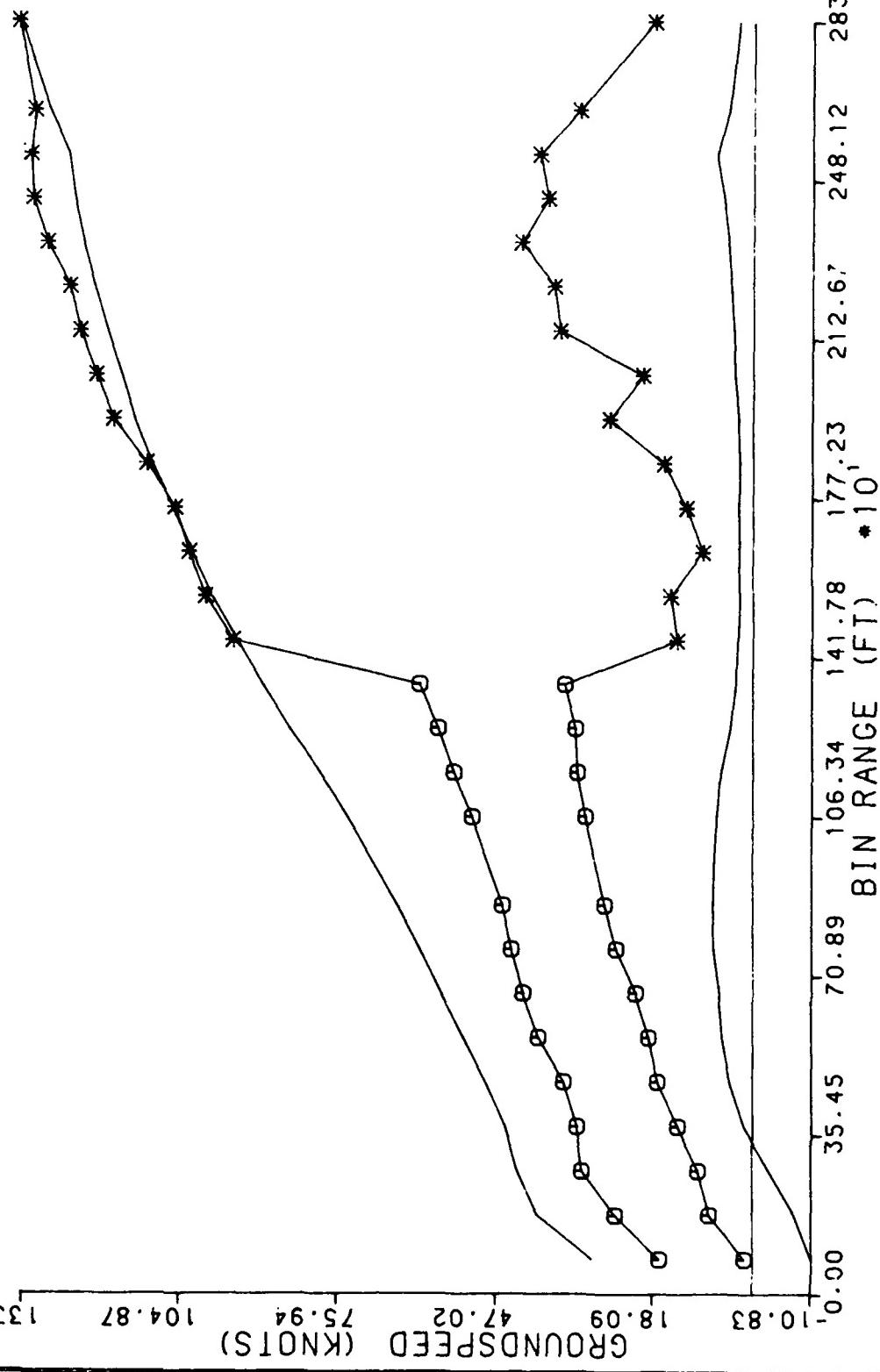
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

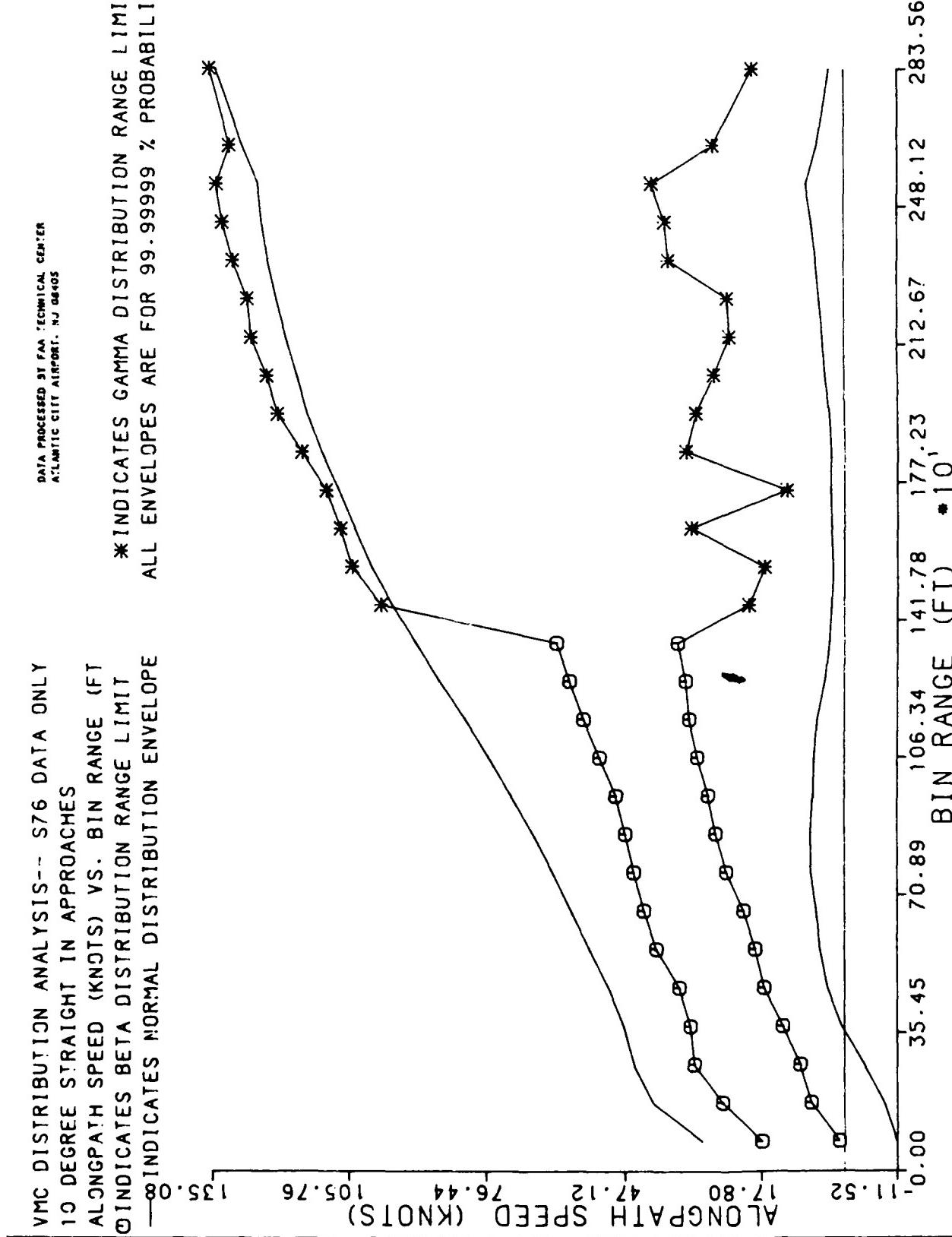
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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ATLANTIC CITY AIRPORT, NJ 08405

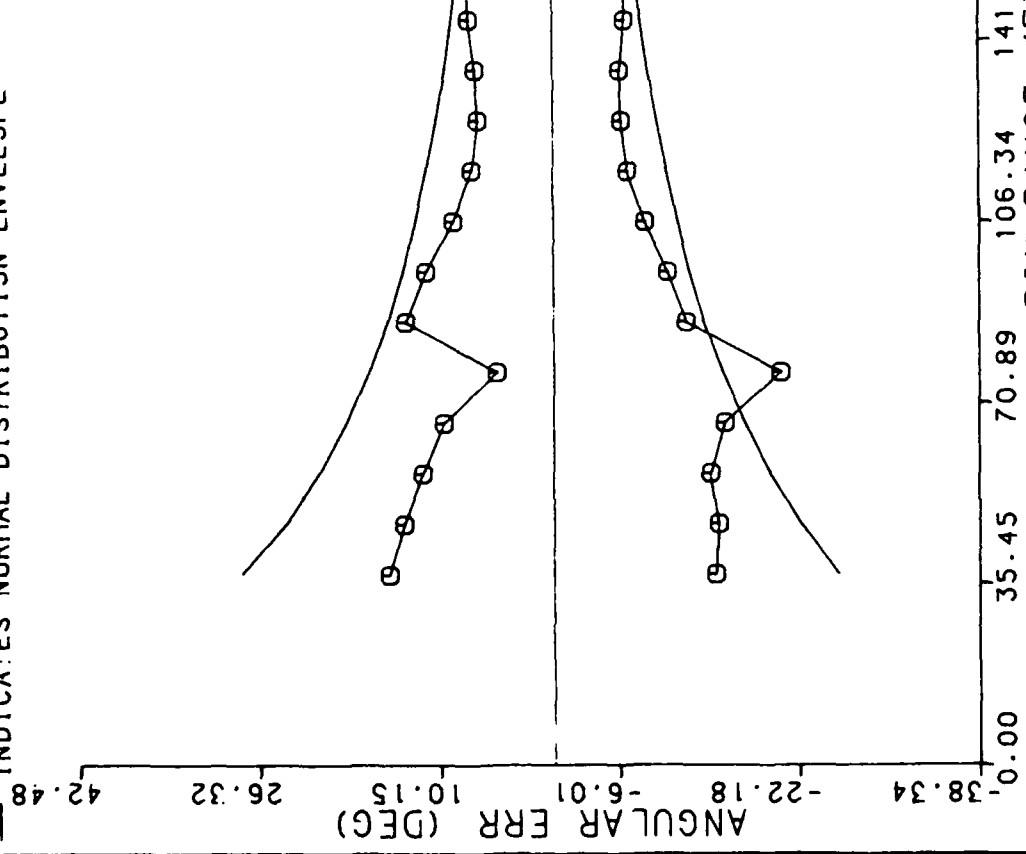
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

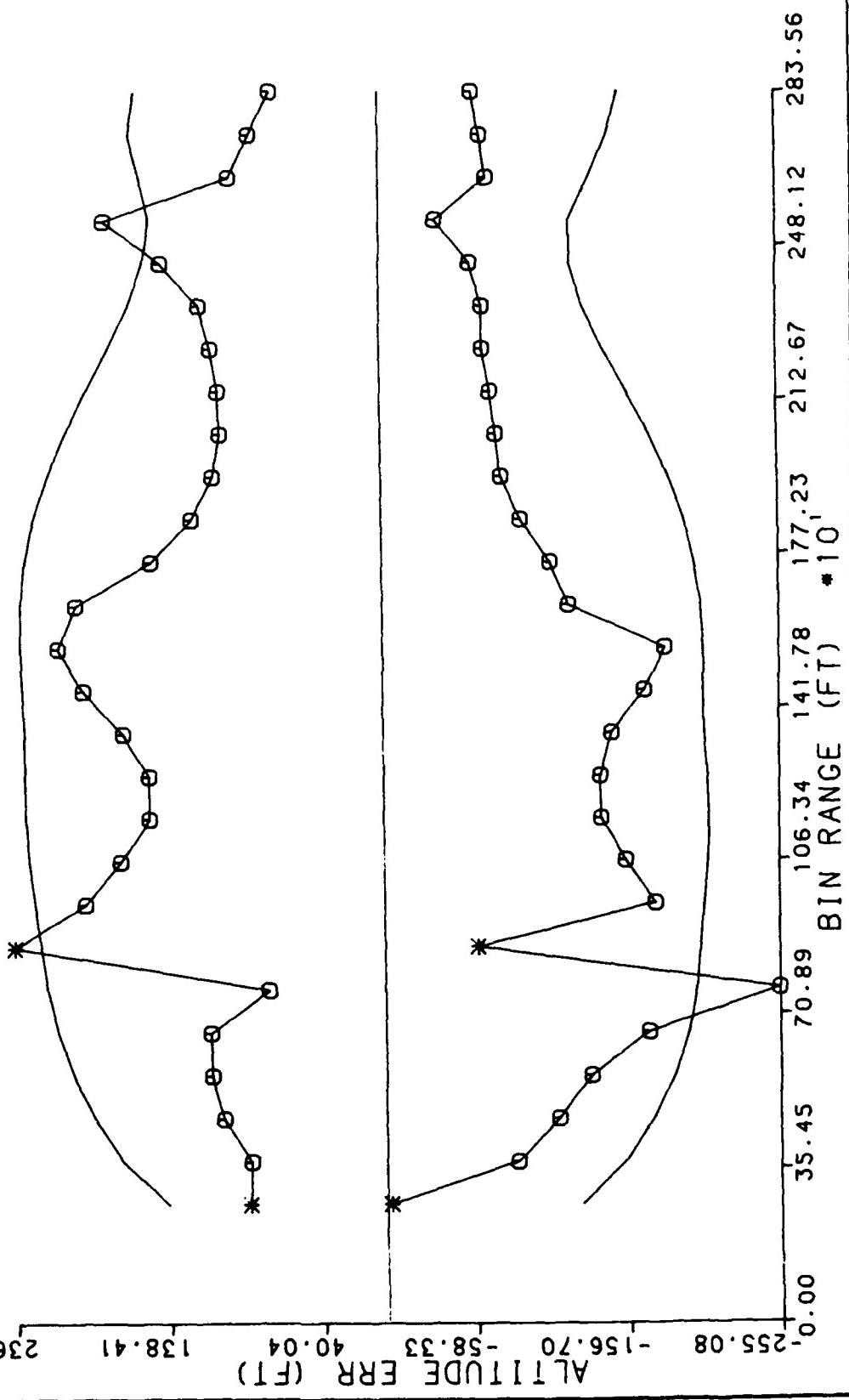
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

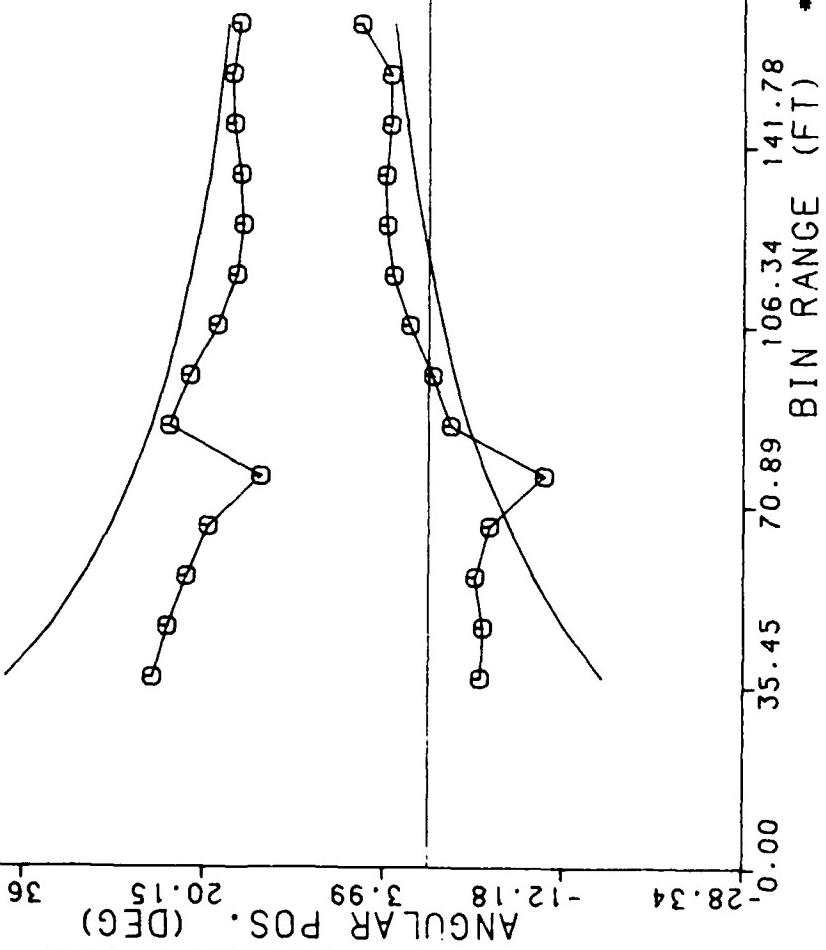
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 $\ominus$  INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

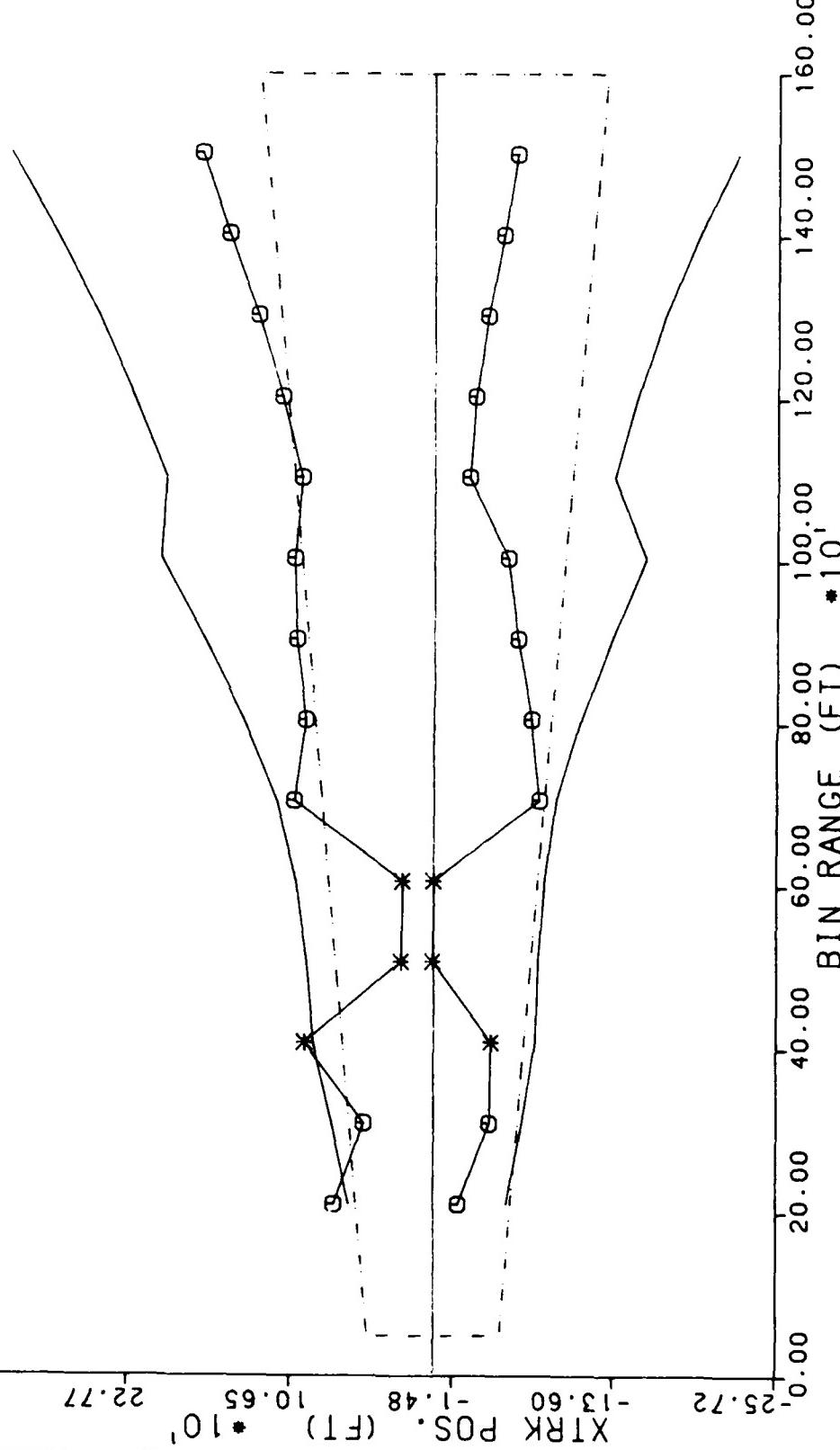


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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-- INDICATES FAA APPROACH SURFACE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

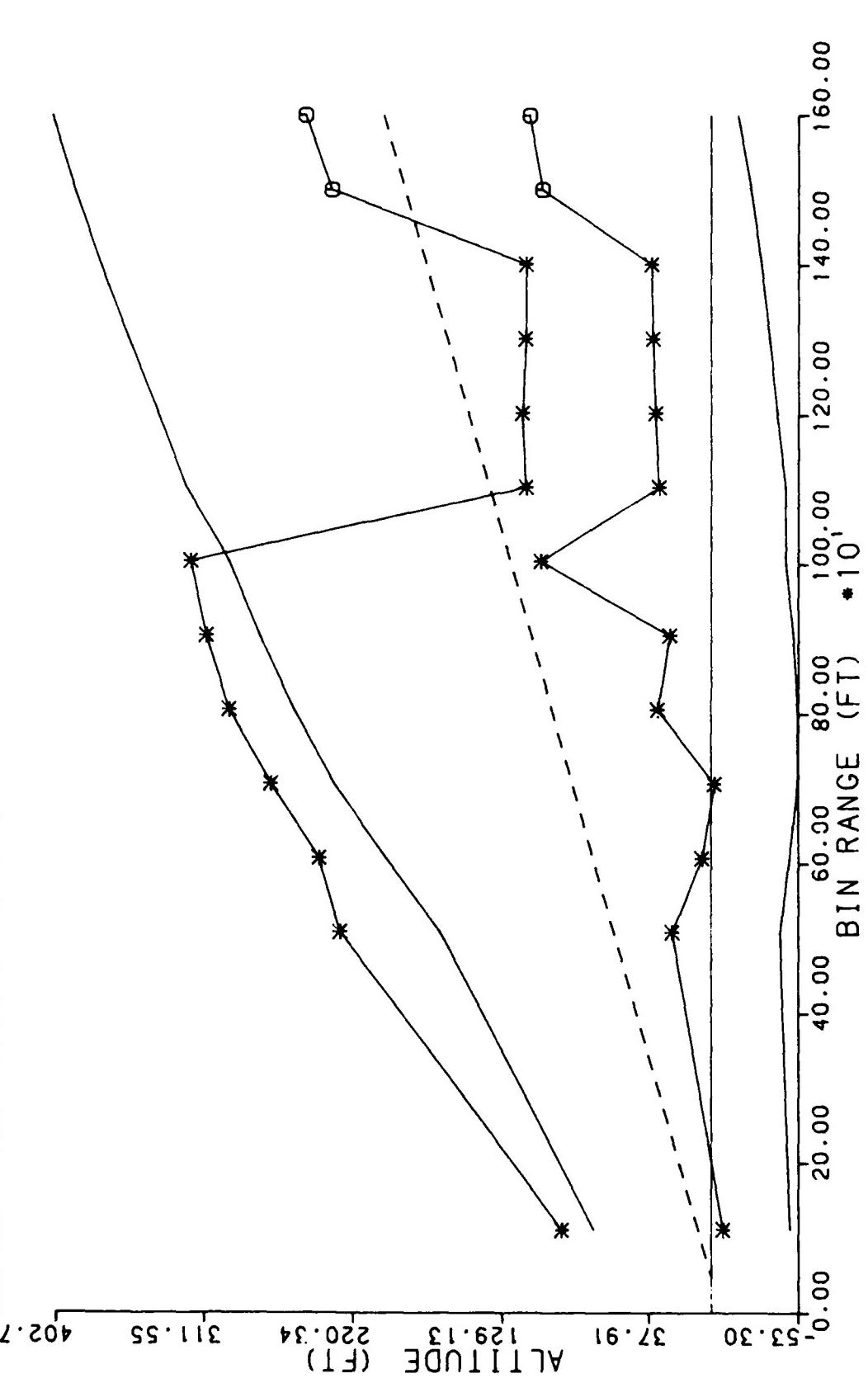
XTRK POS. (FT) \* 10<sup>4</sup>      -25.72      -13.60      -1.48      10.65      22.77      34.89



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
--- INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

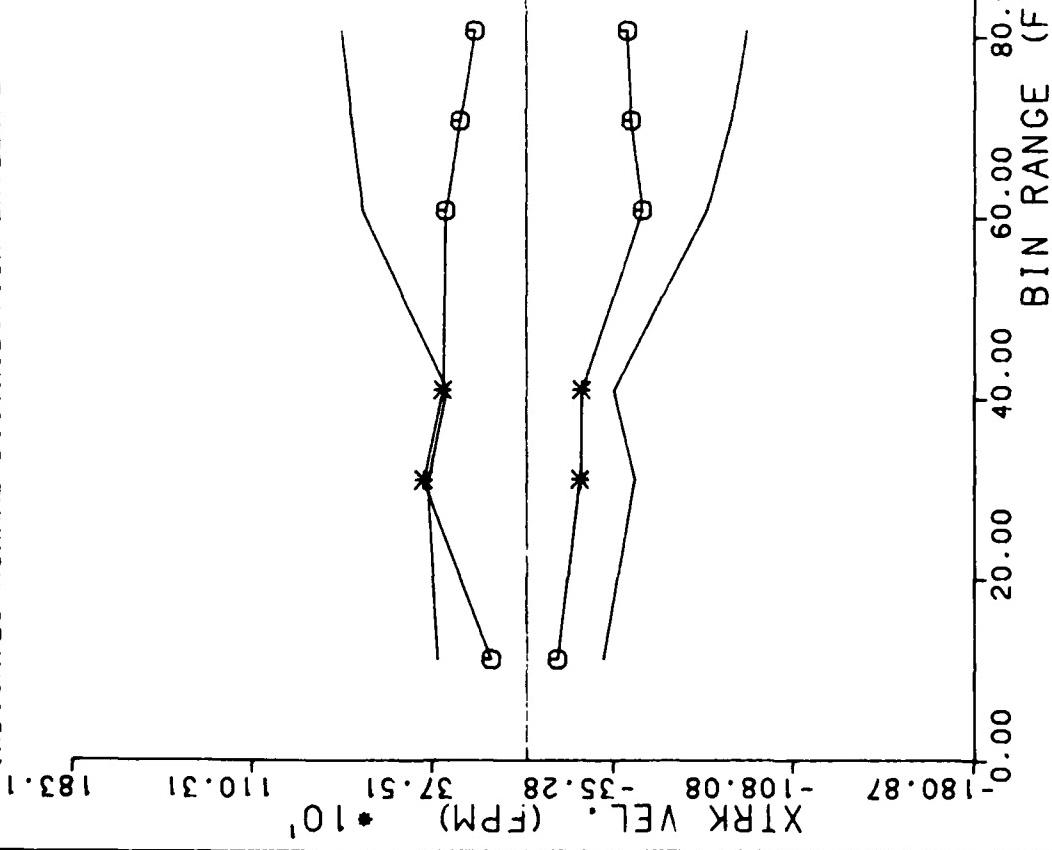
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

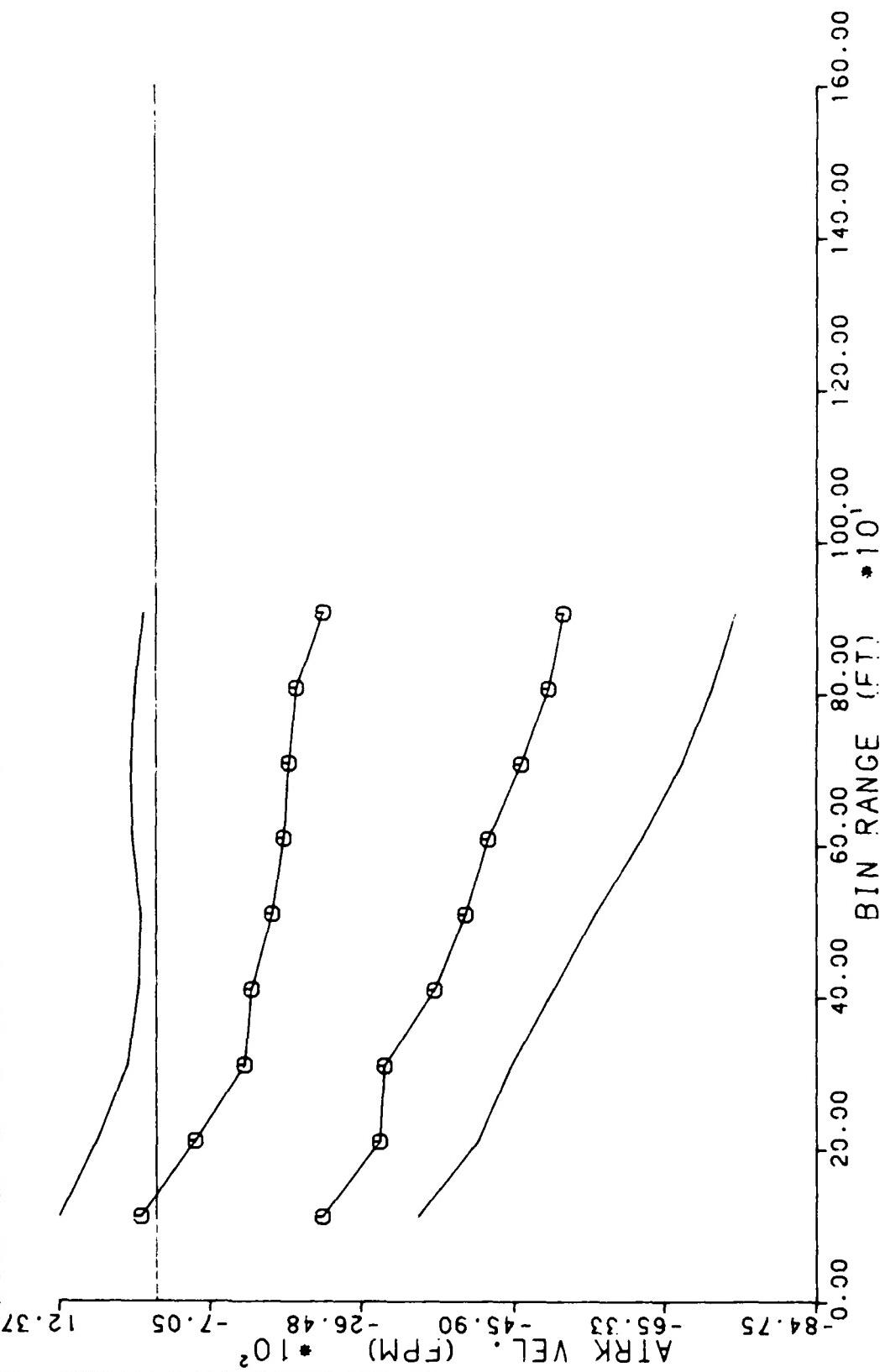
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

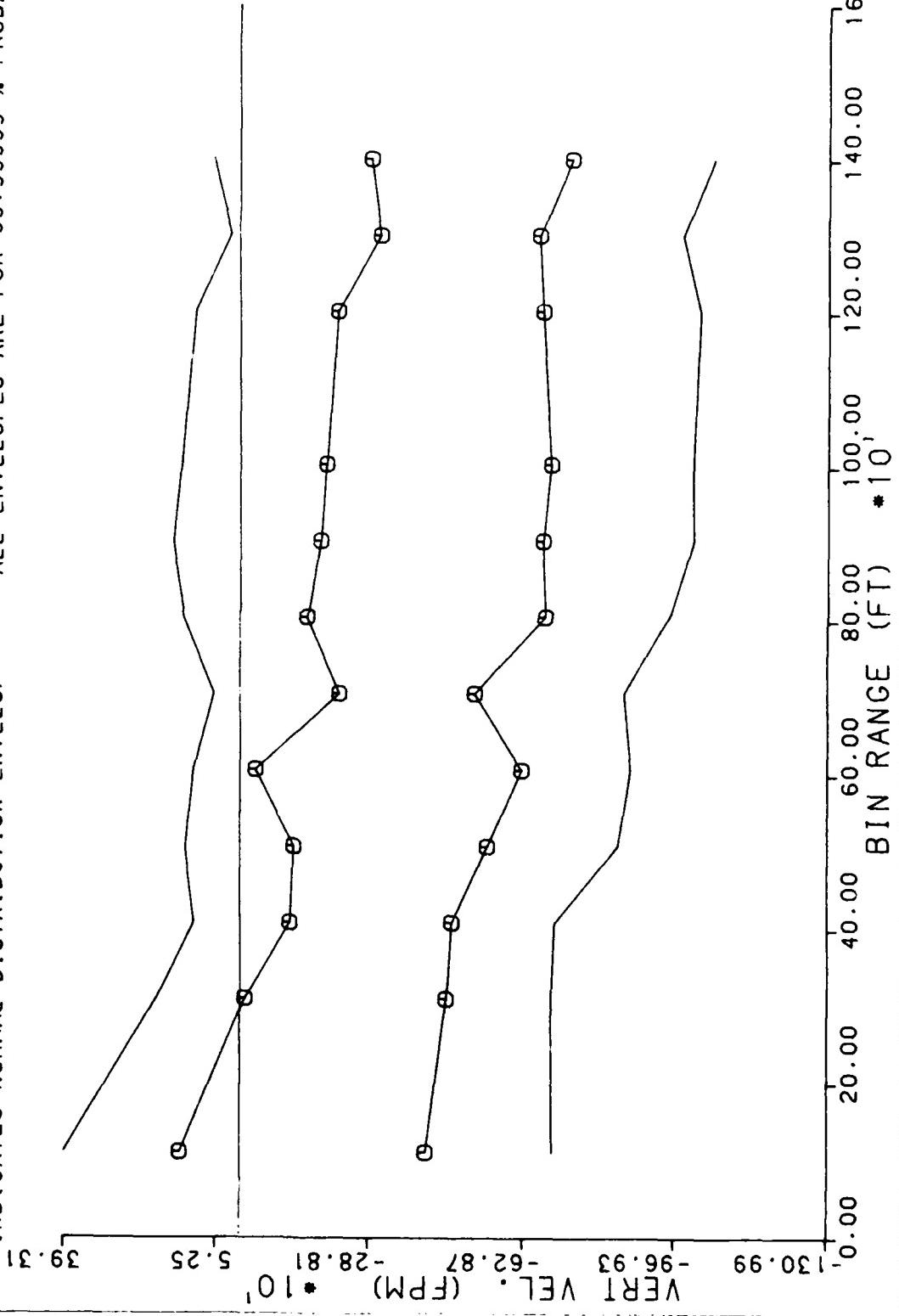
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

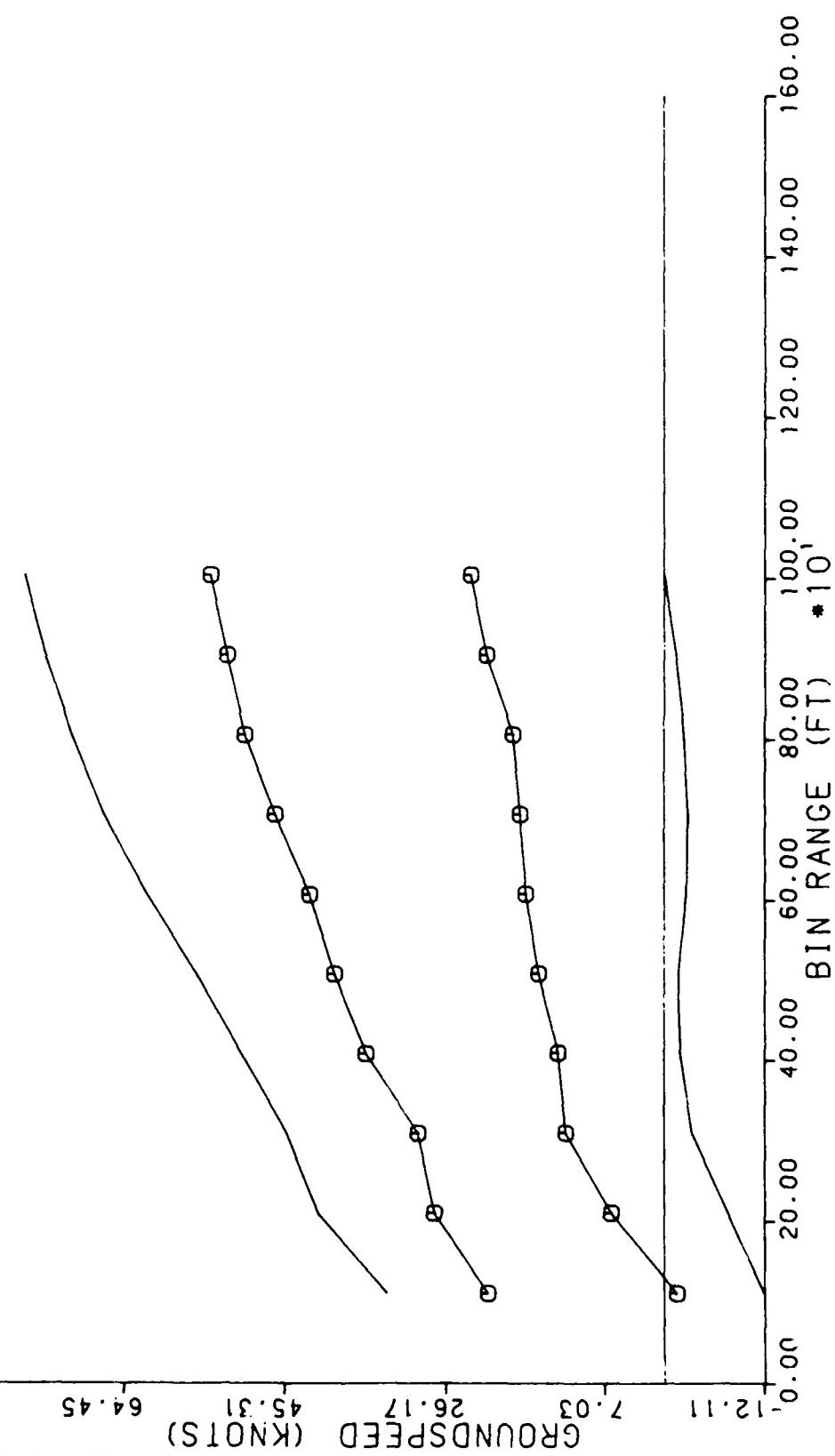
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

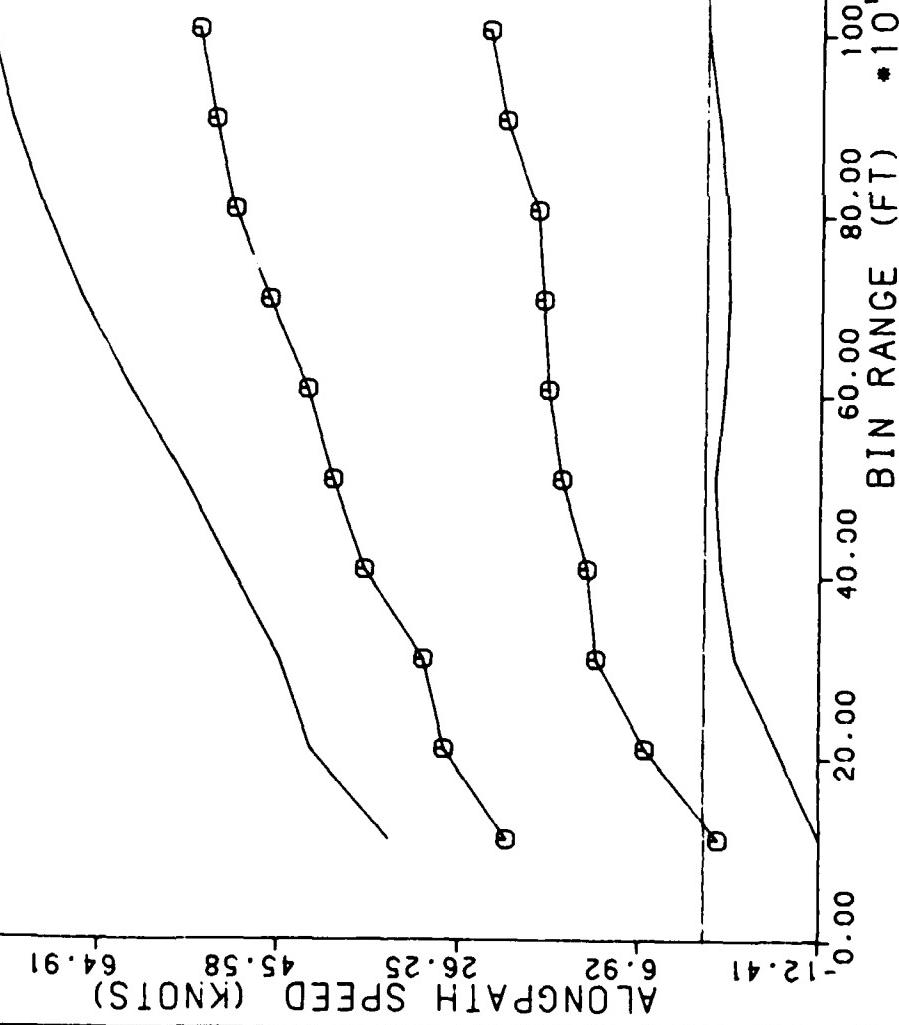
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
--- INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

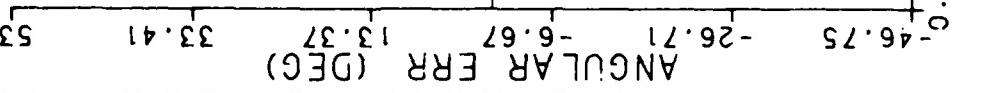
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

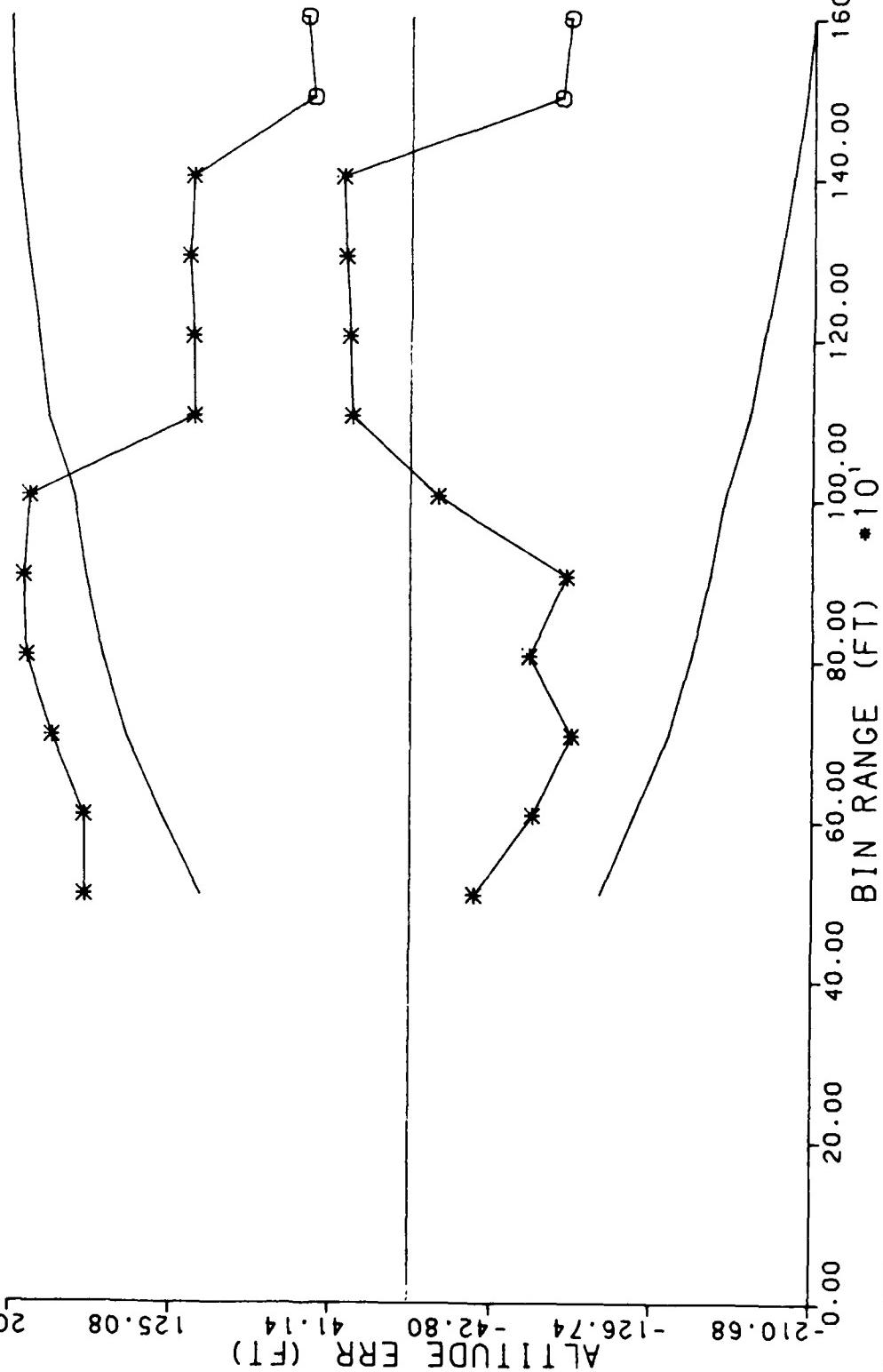
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

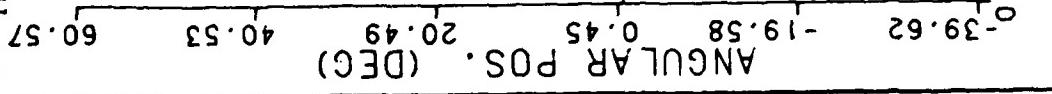
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

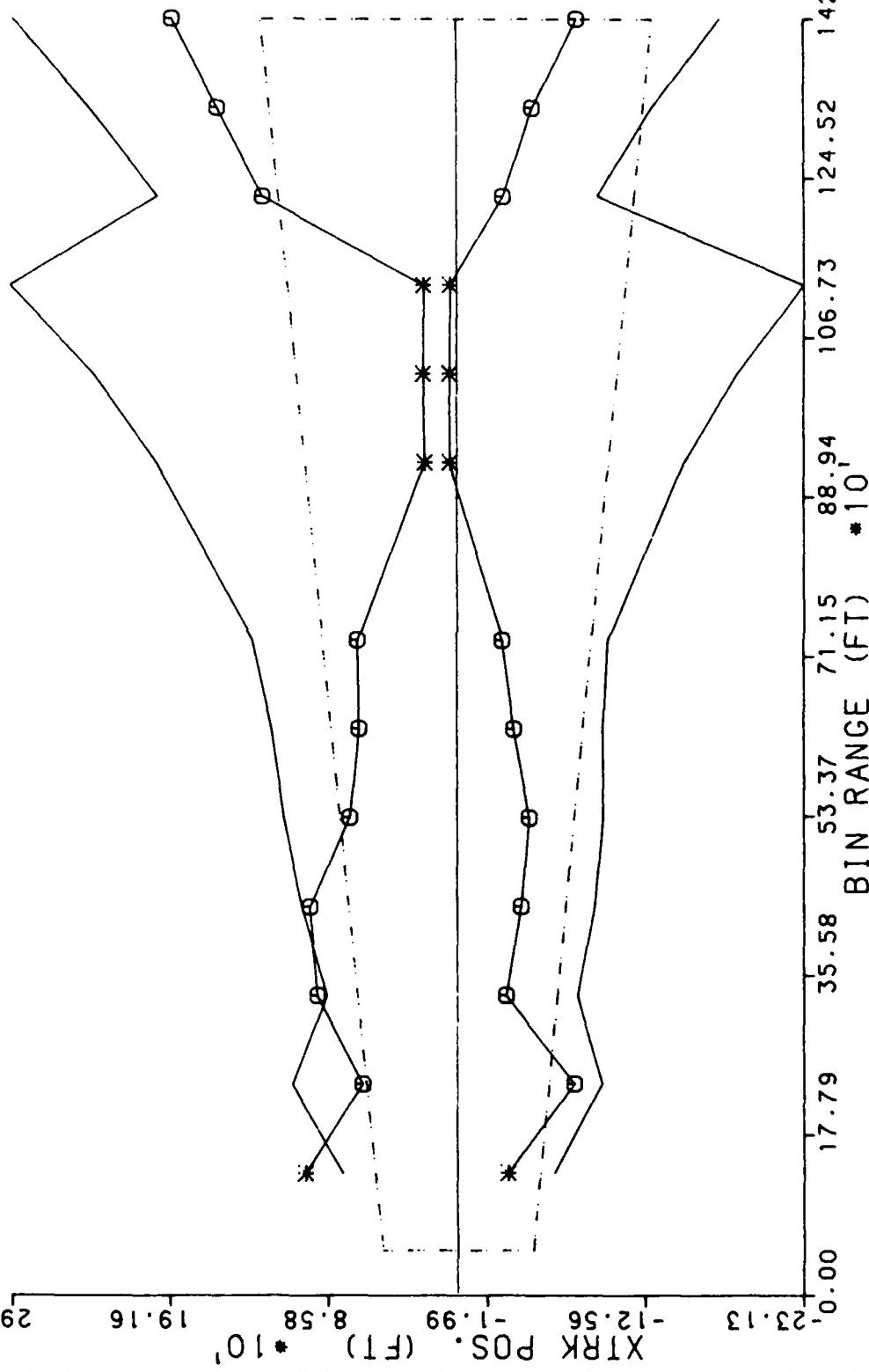
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ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - - INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

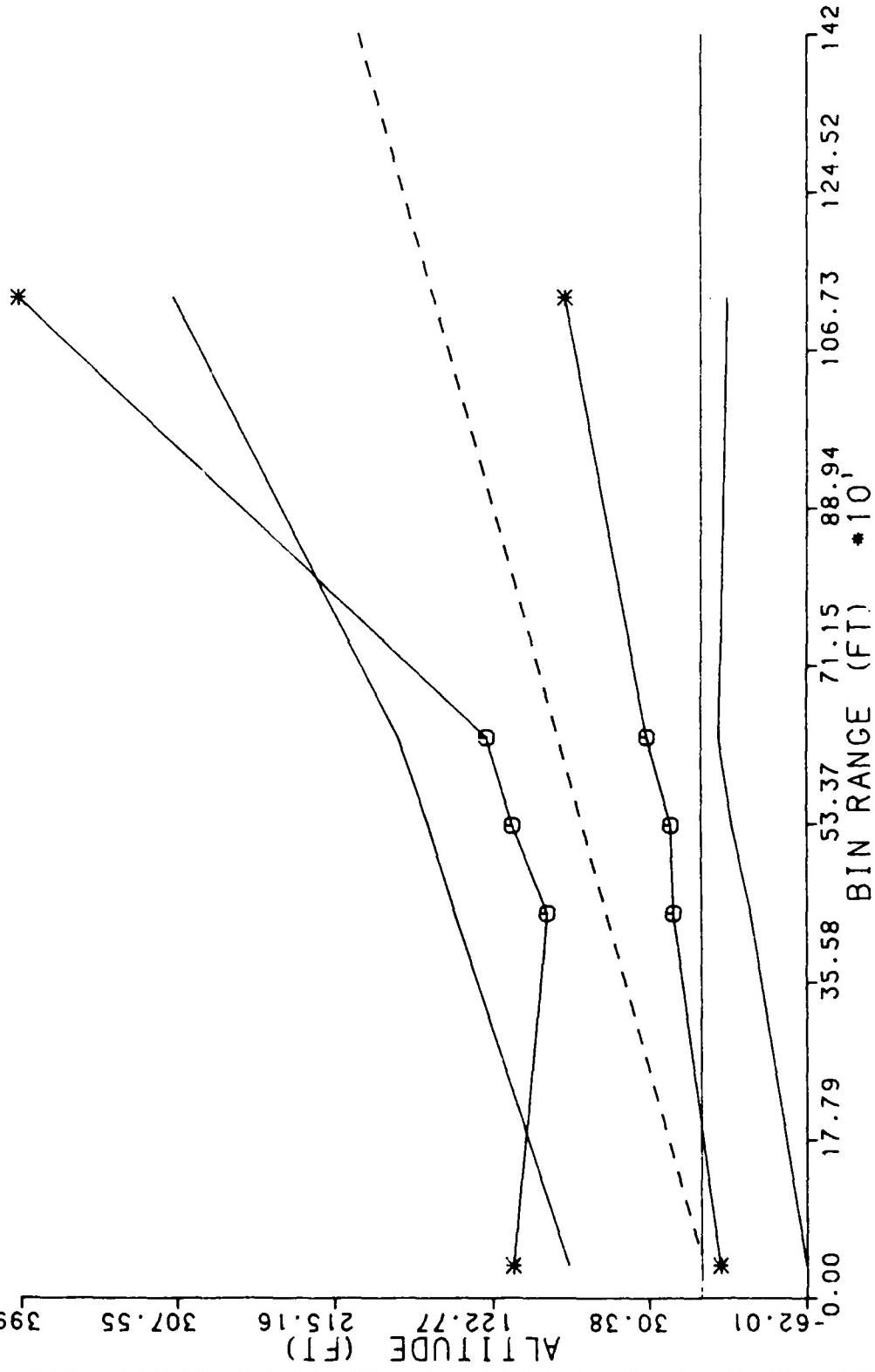
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 ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE CURVED APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

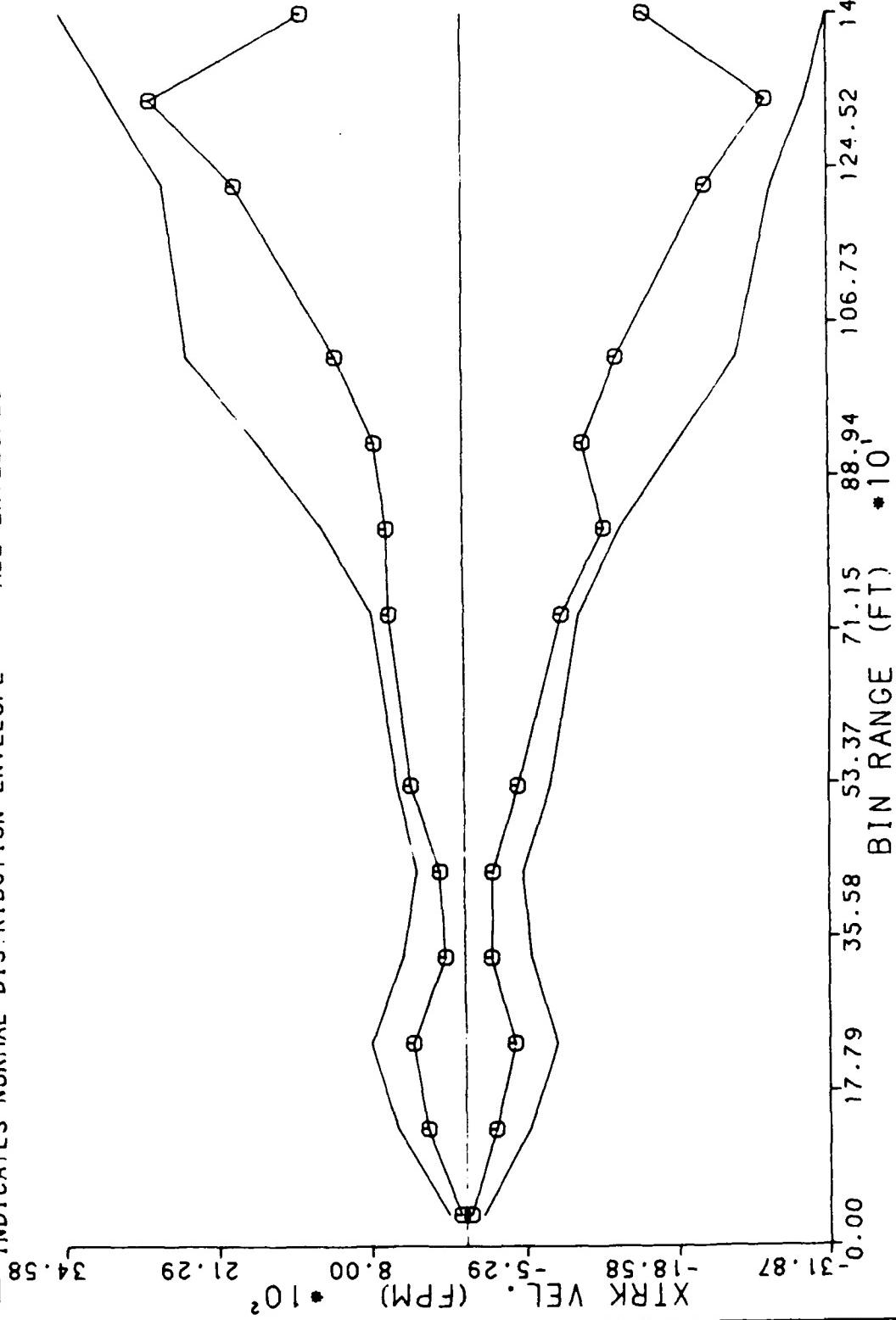
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- S76 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 CROSS TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

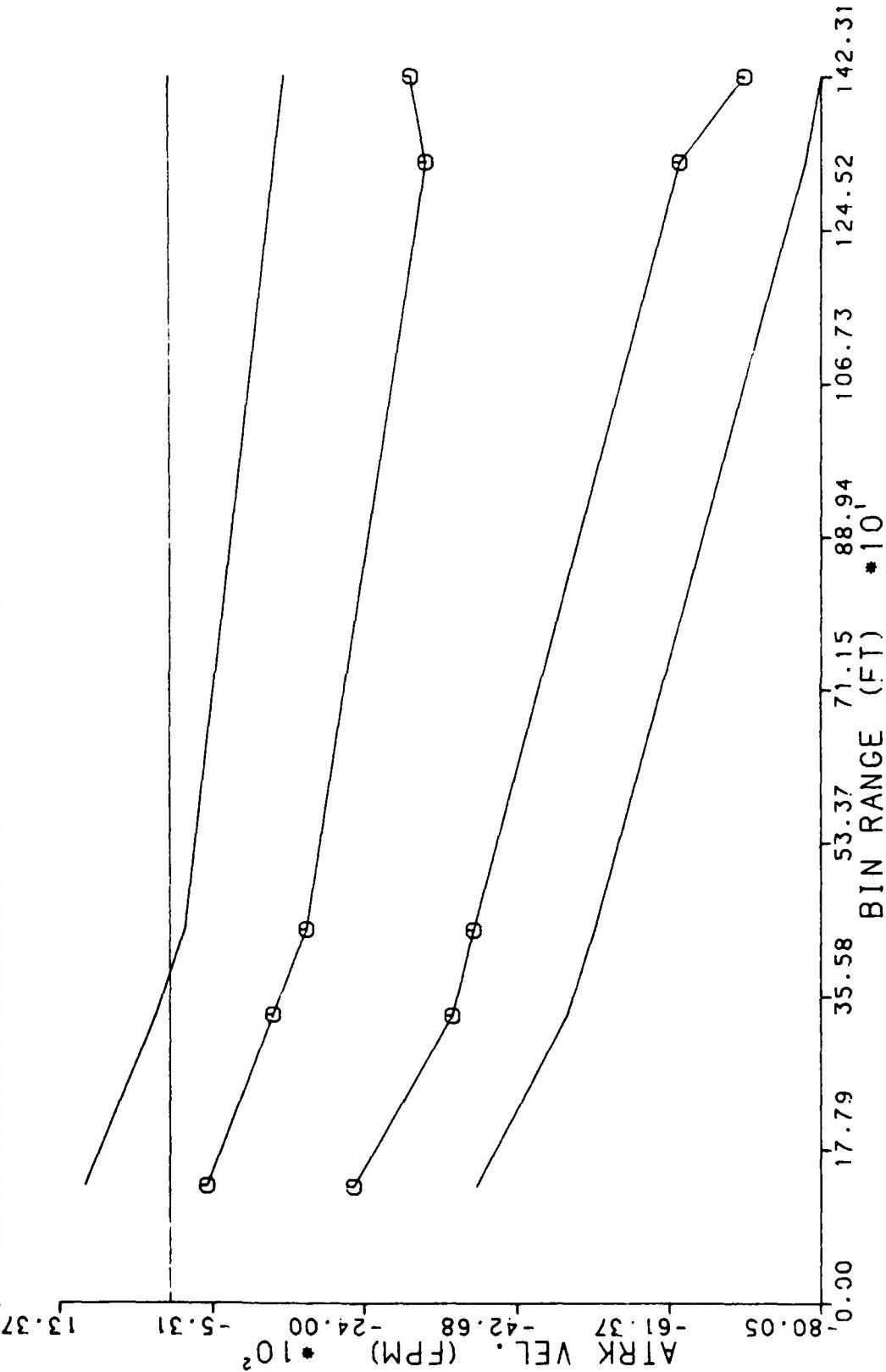
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 ALONGTRK VELOCITY (FPM) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

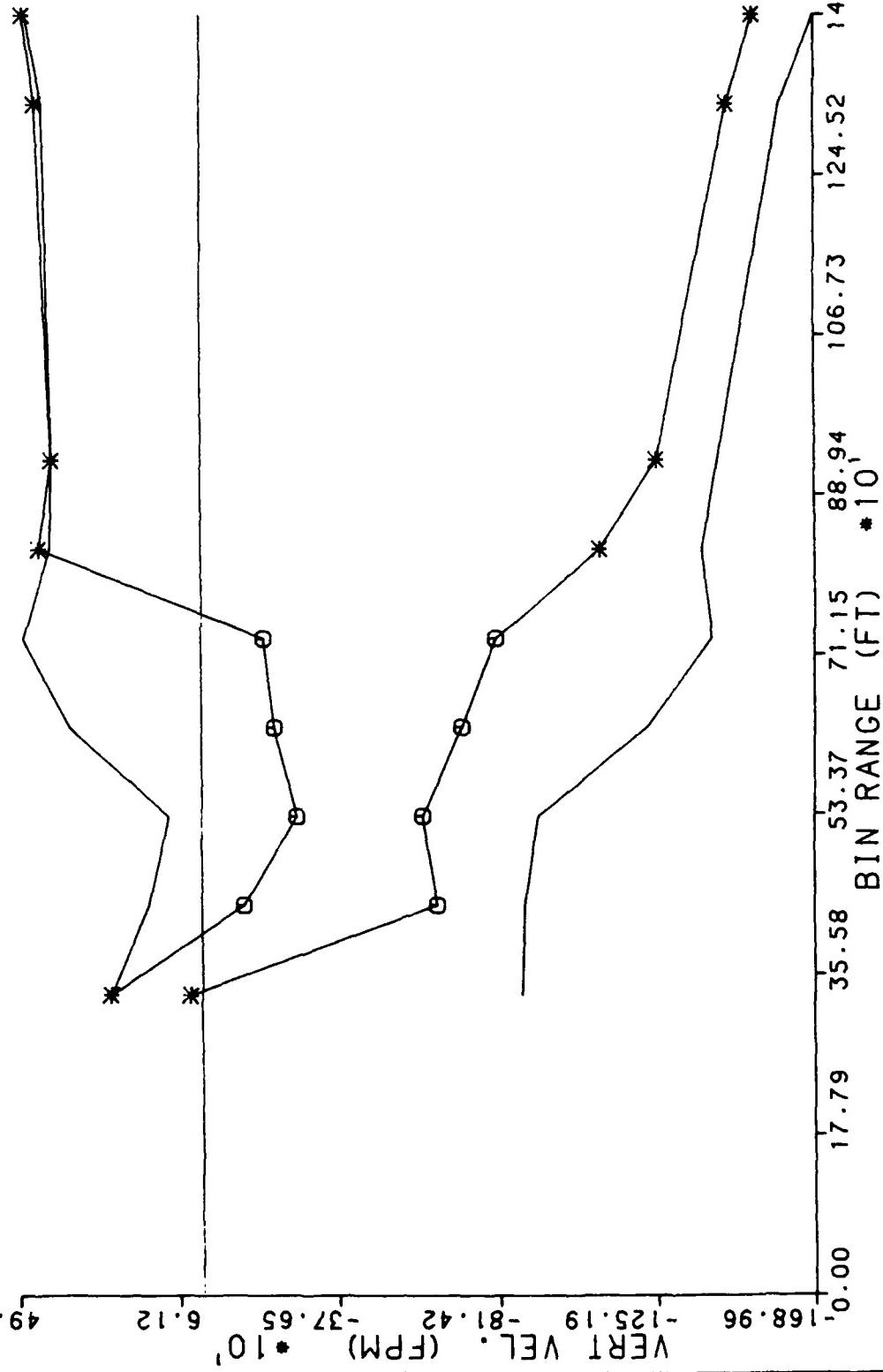
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

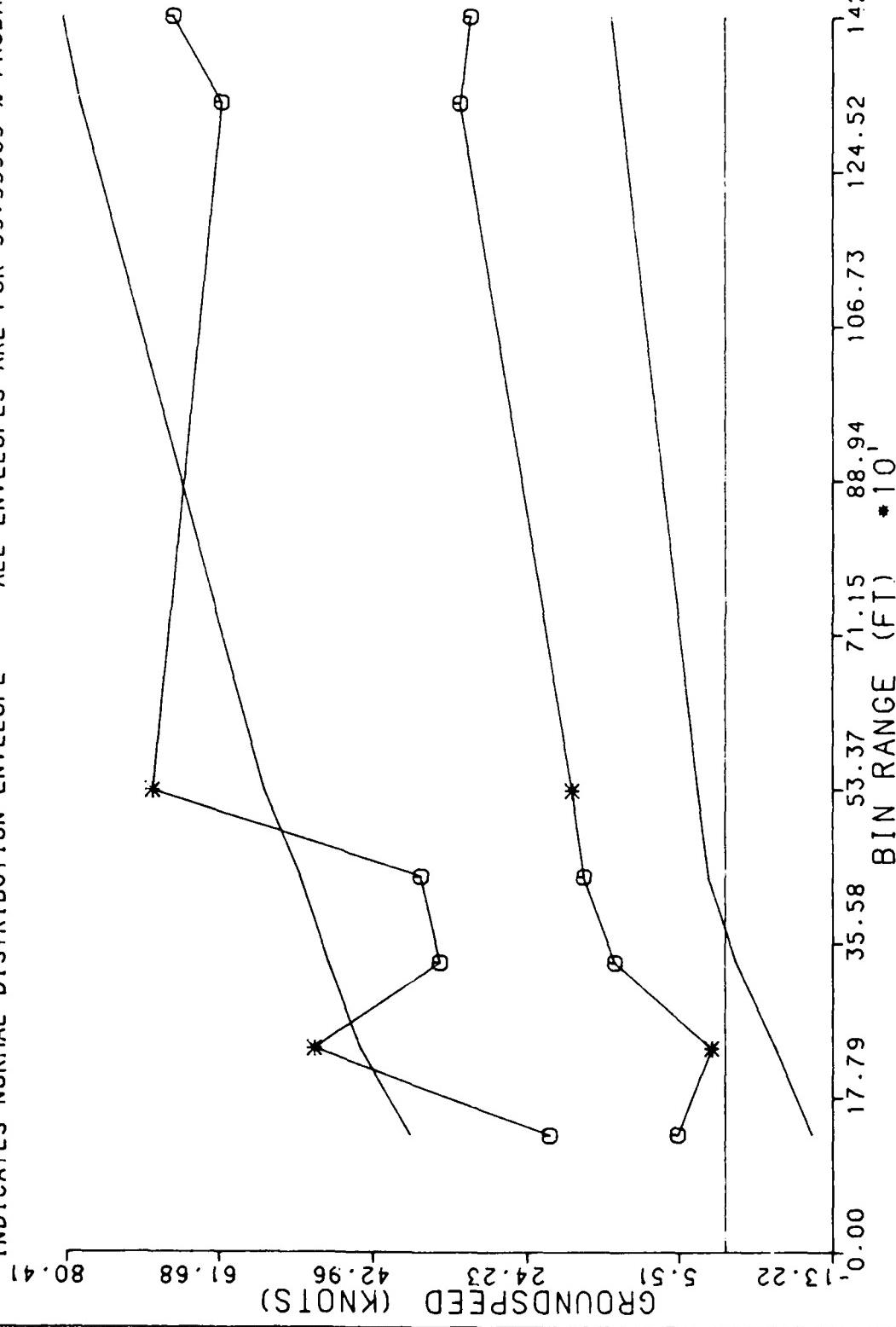
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE CURVED APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

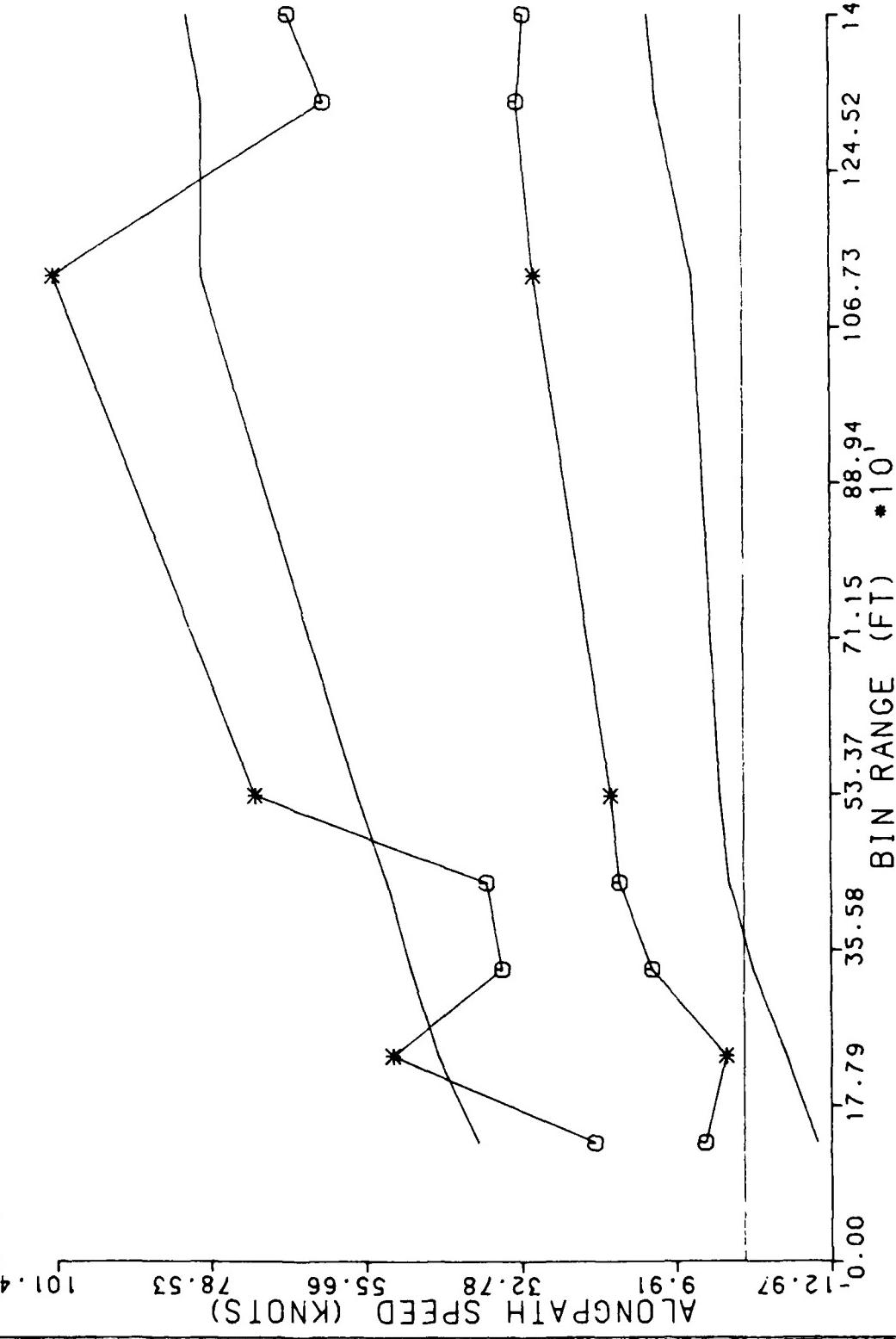
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE CURVED APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
O INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

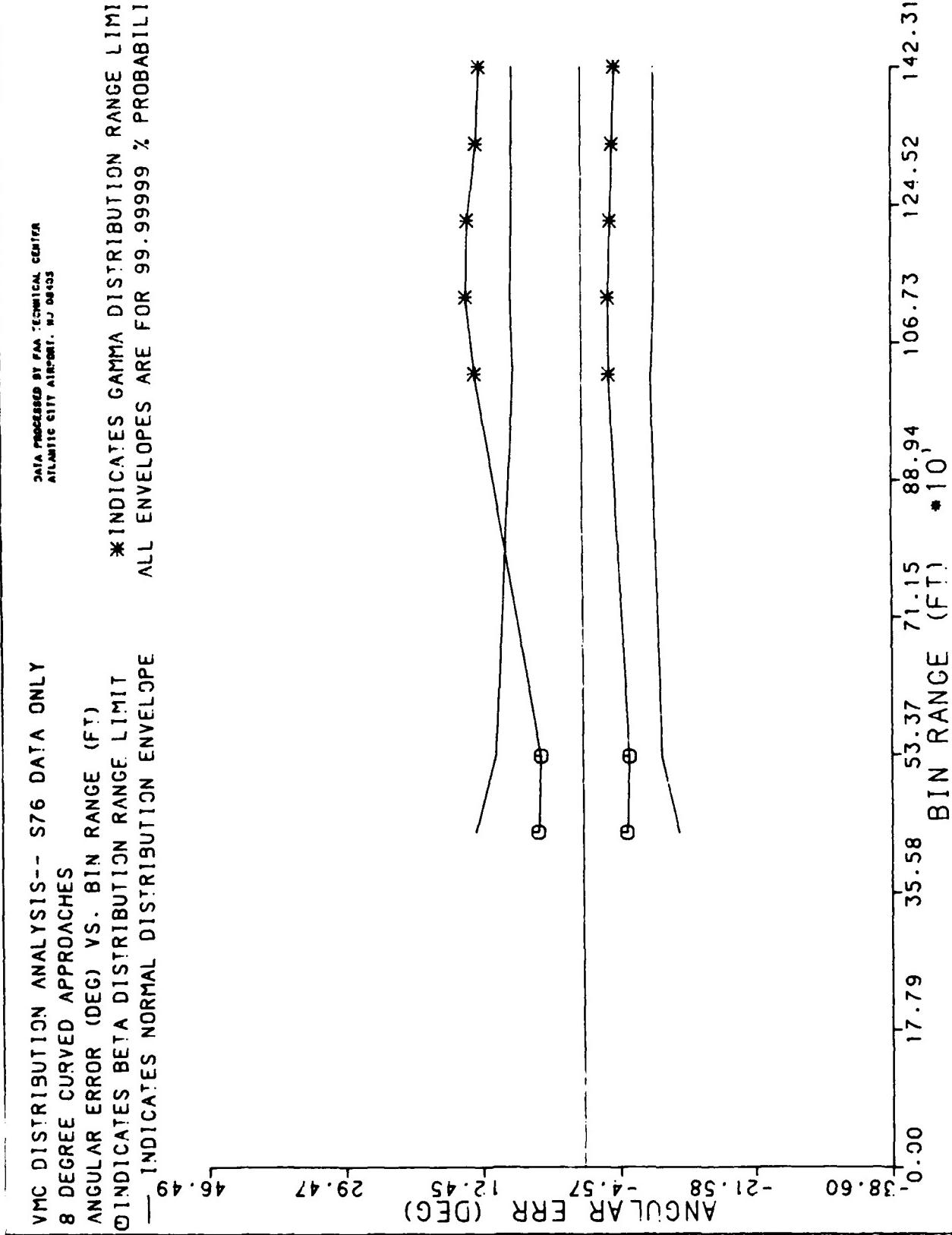
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS -- S76 DATA ONLY  
8 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

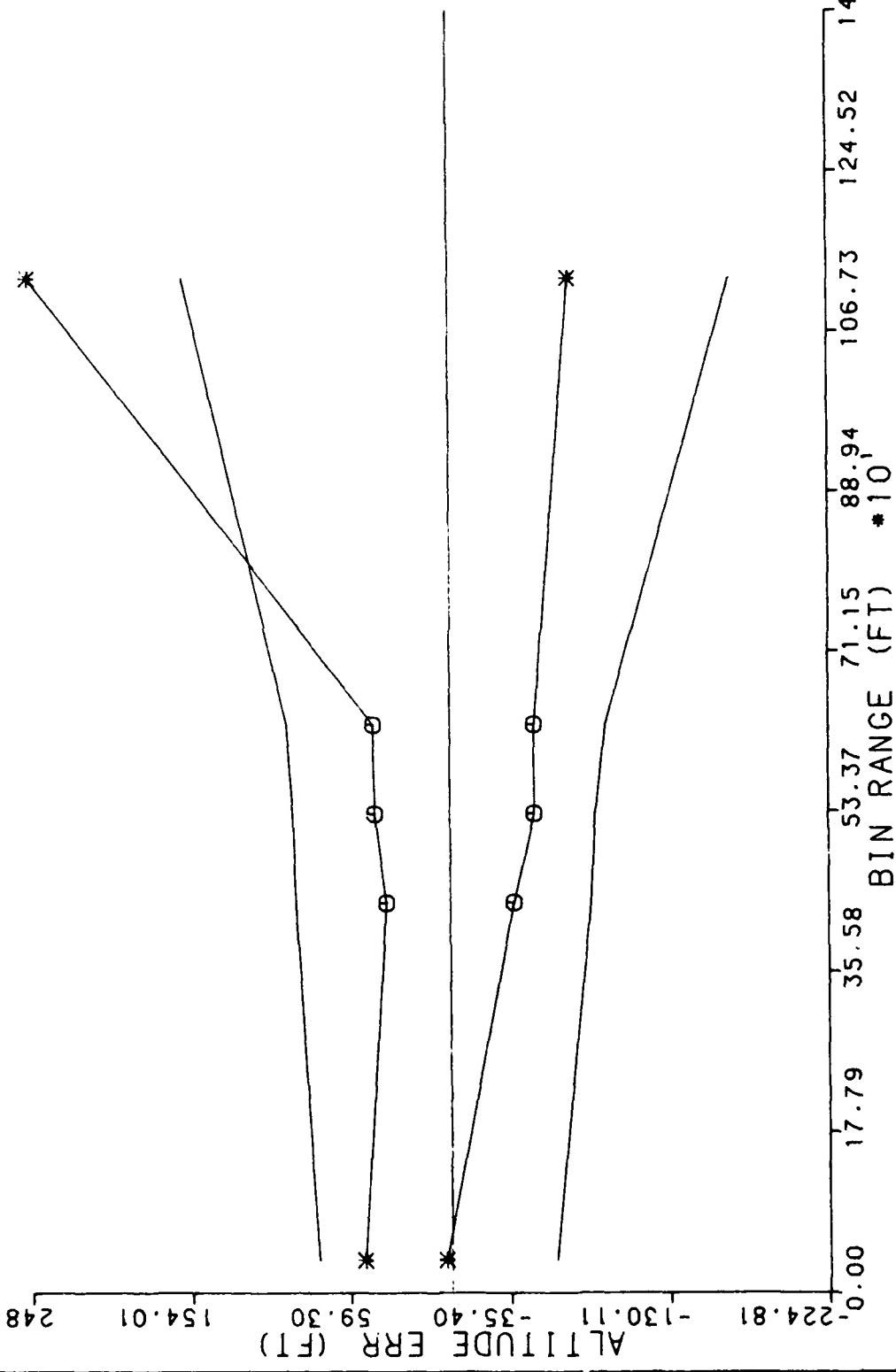
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE CURVED APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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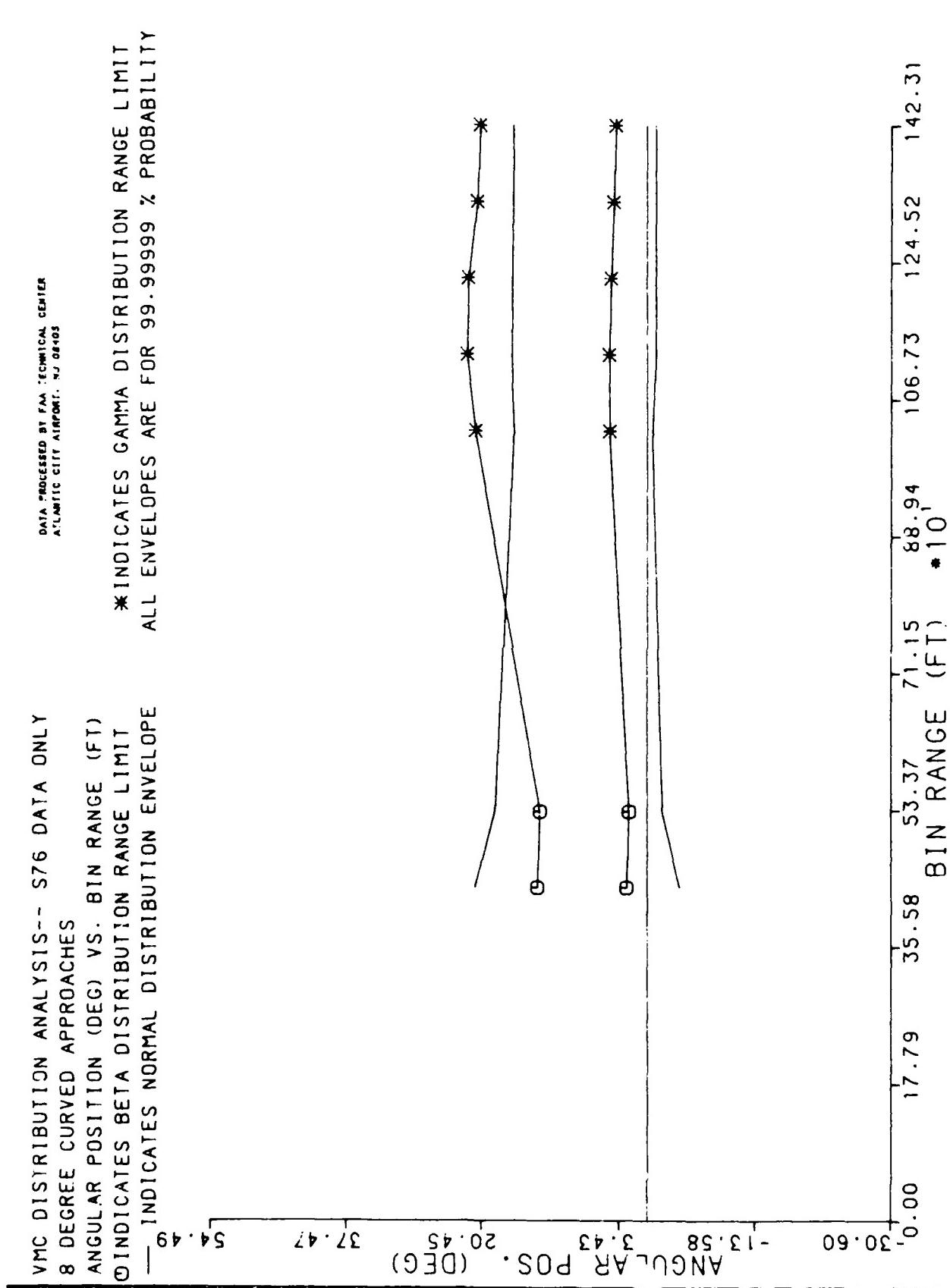
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
8 DEGREE CURVED APPROACHES  
ANGULAR POSITION (DEG) V.S. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

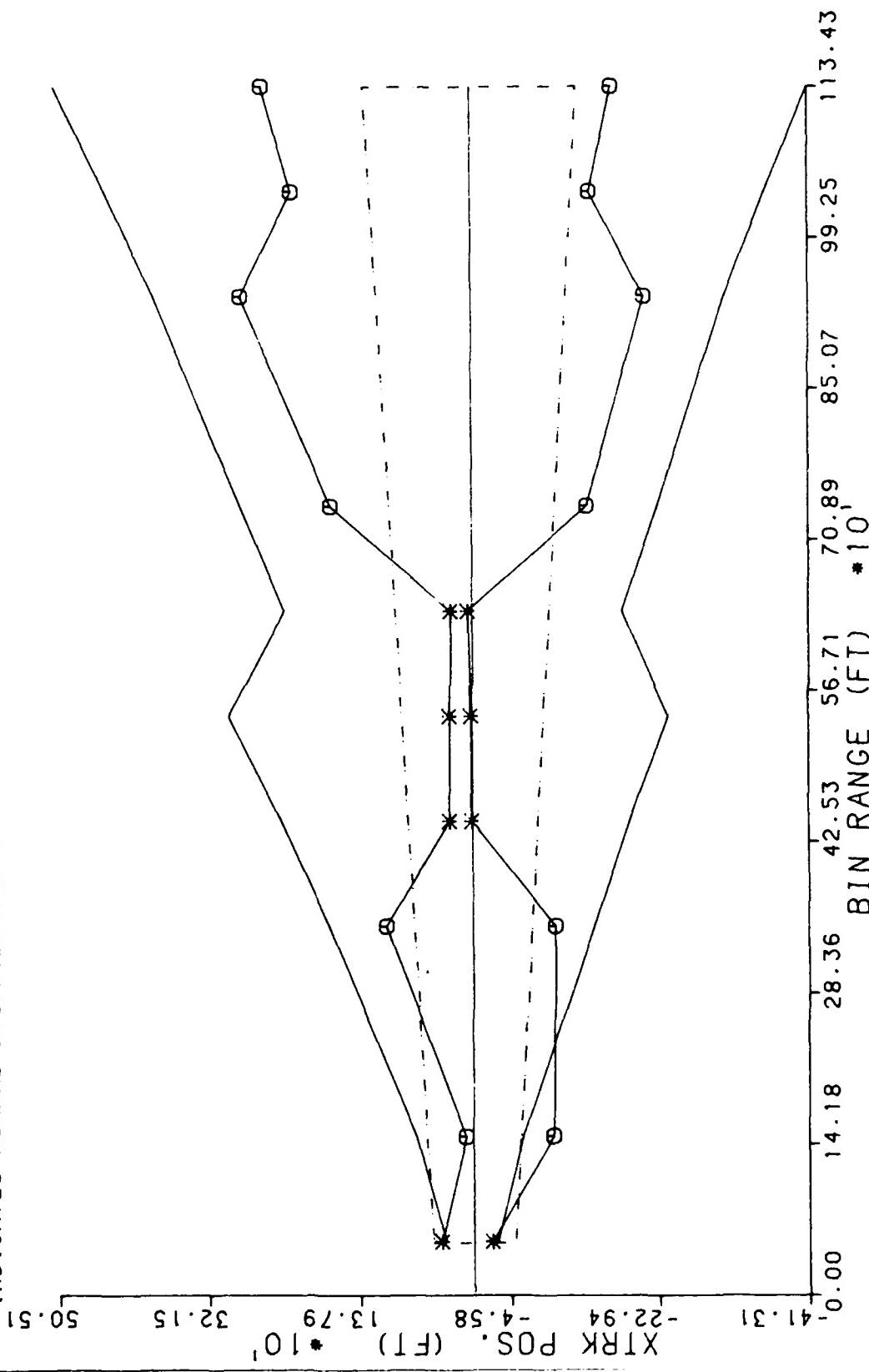
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

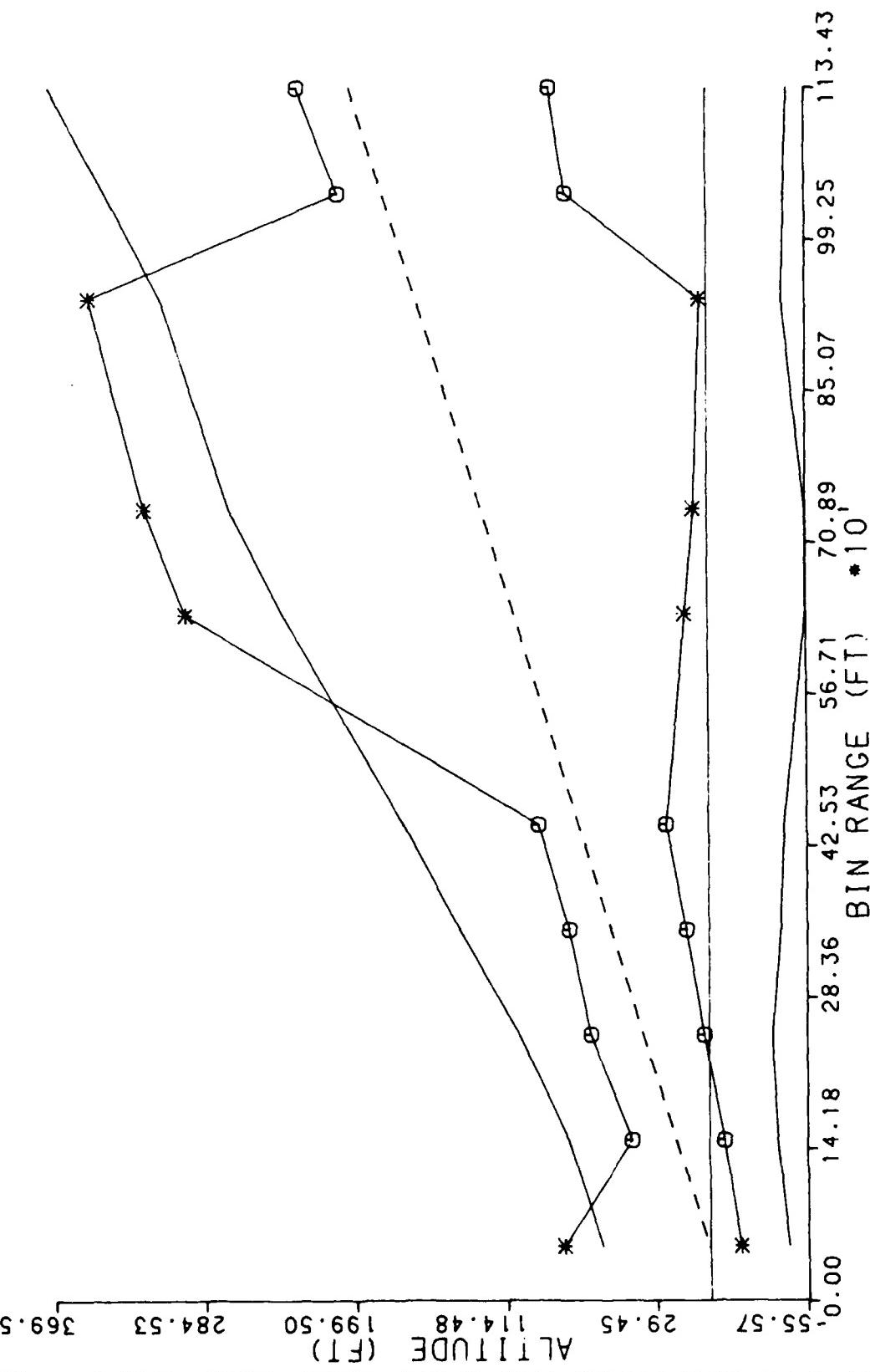
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VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

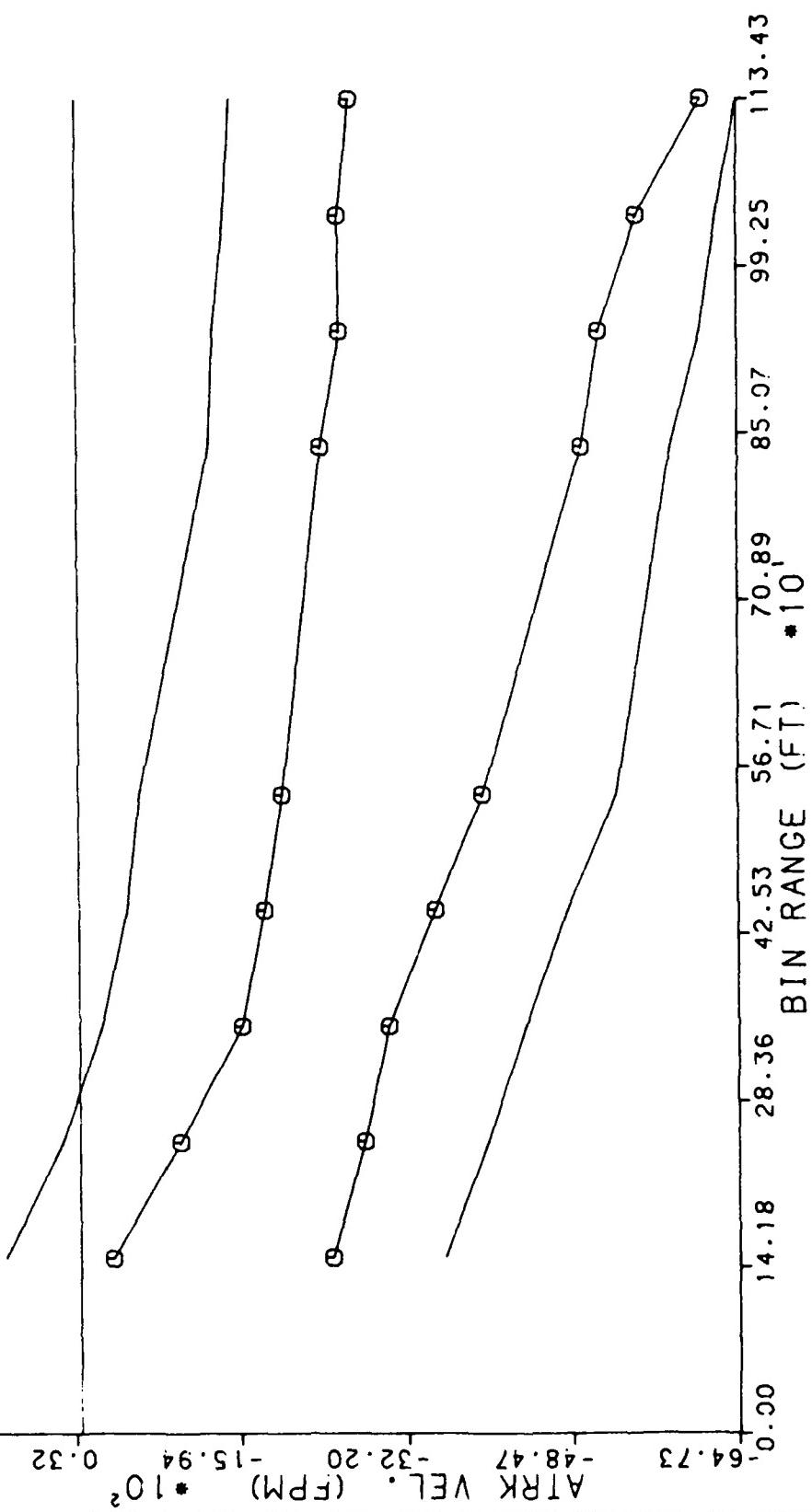
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ALONG TRACK VELOCITY (FTM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

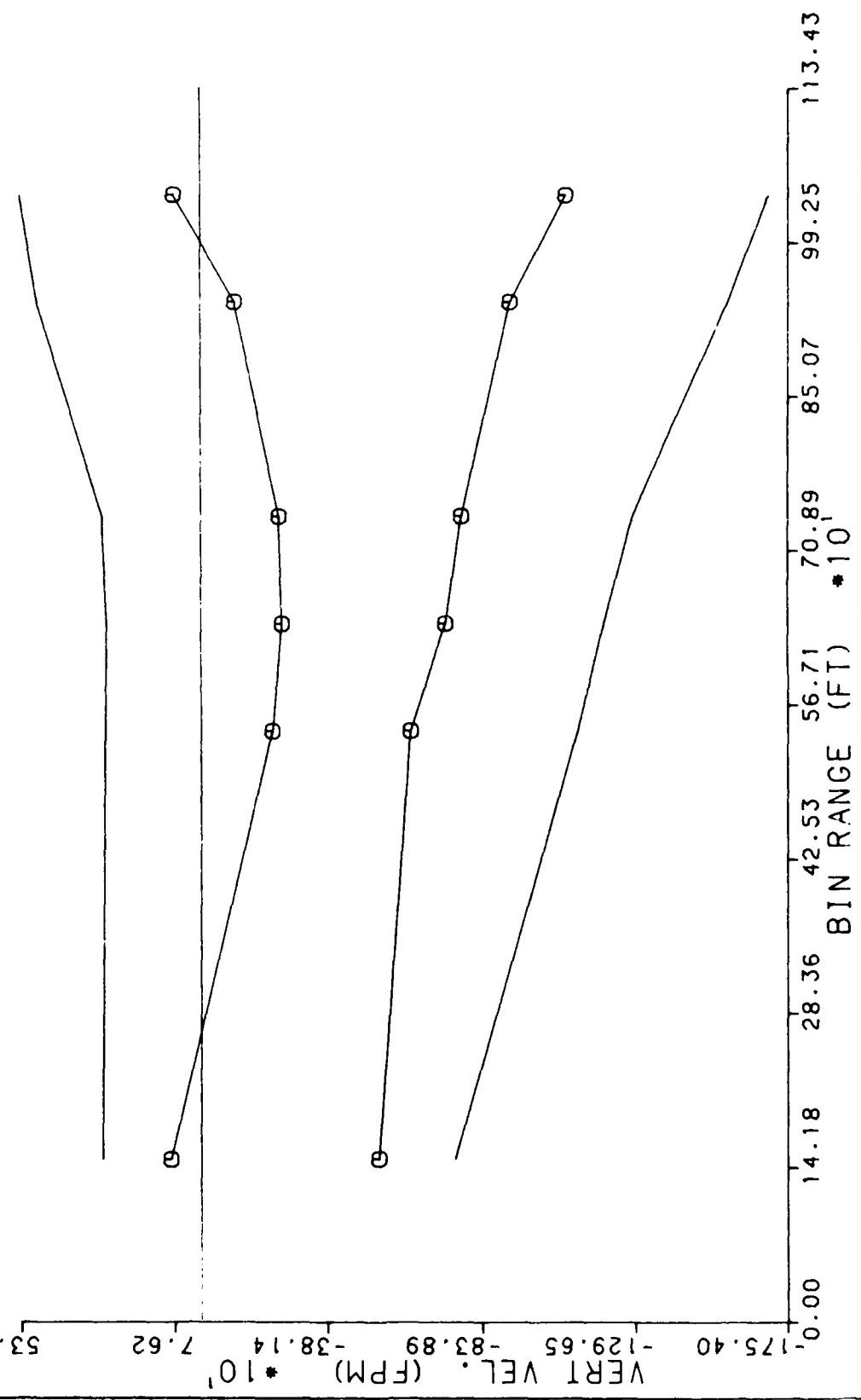
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08005

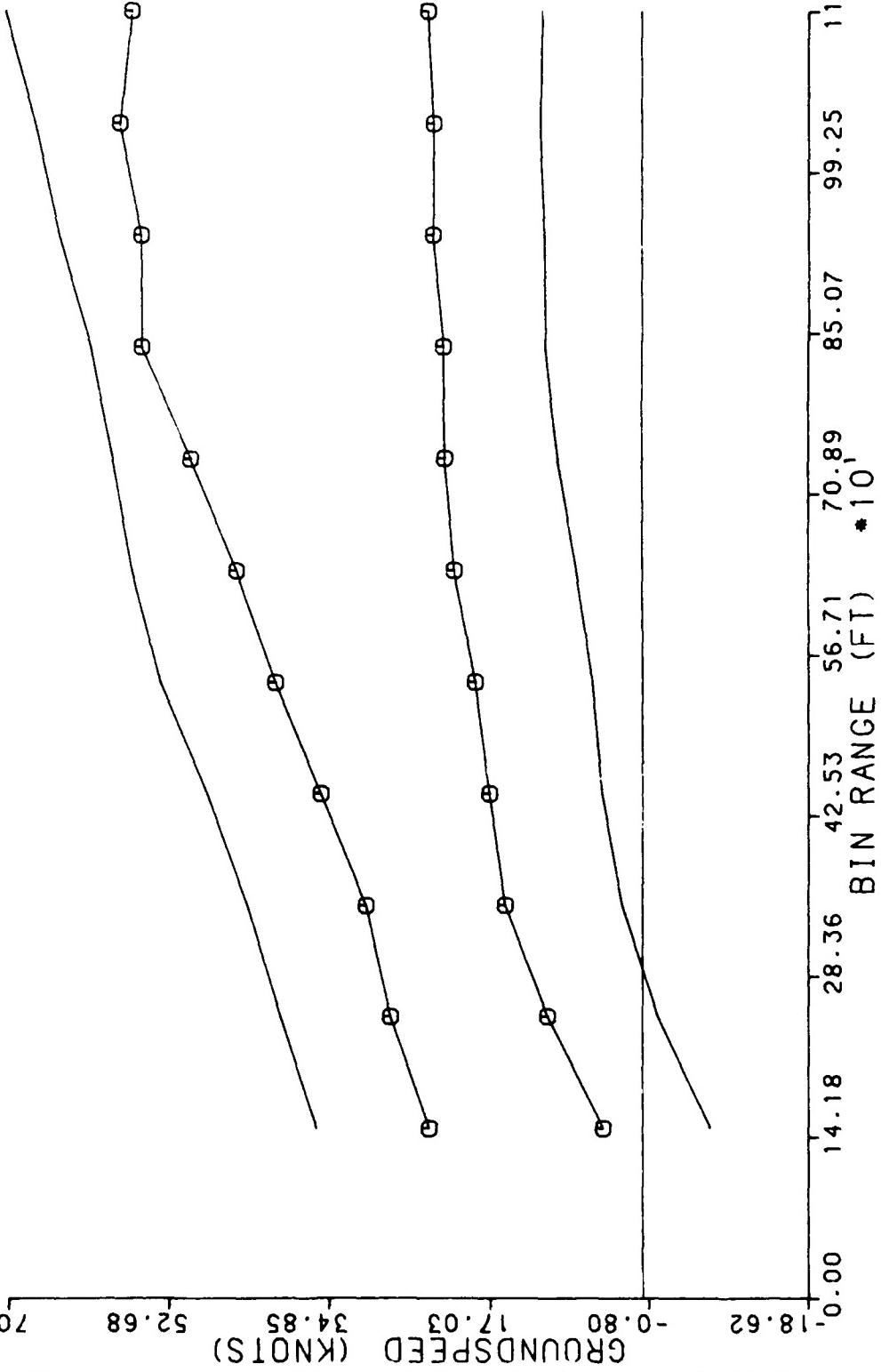
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

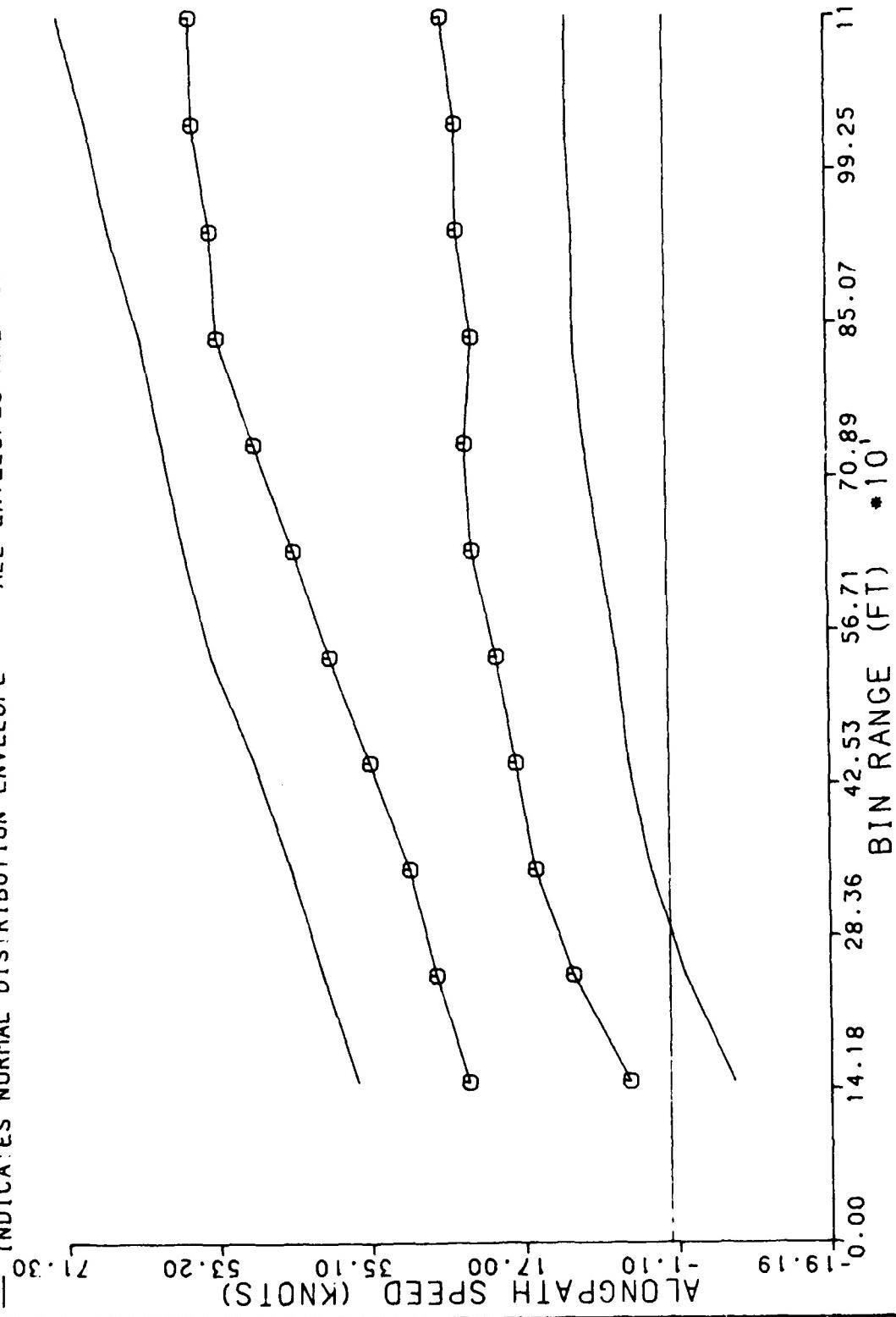
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 $\diamond$  INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

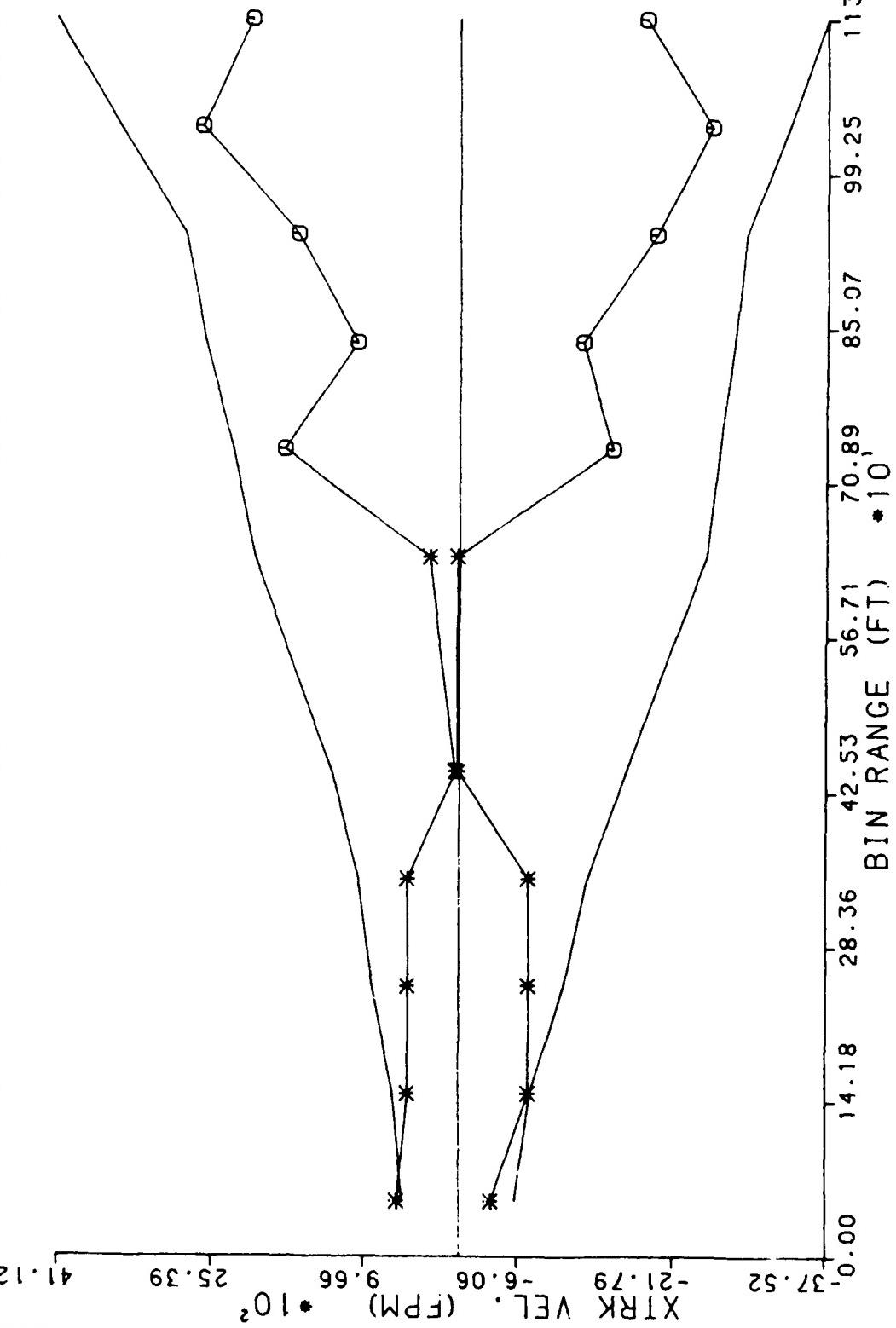
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED APPROACHES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

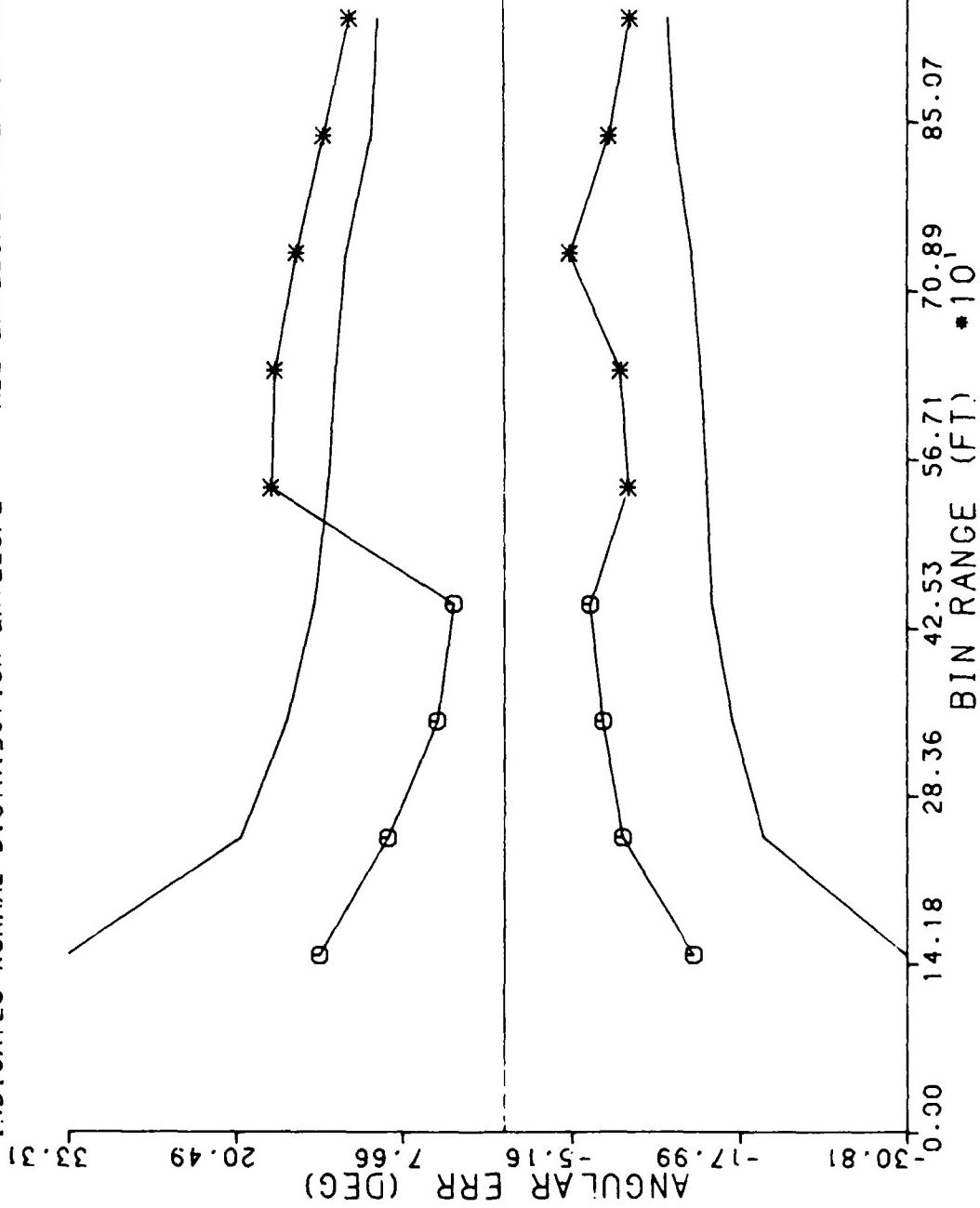
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

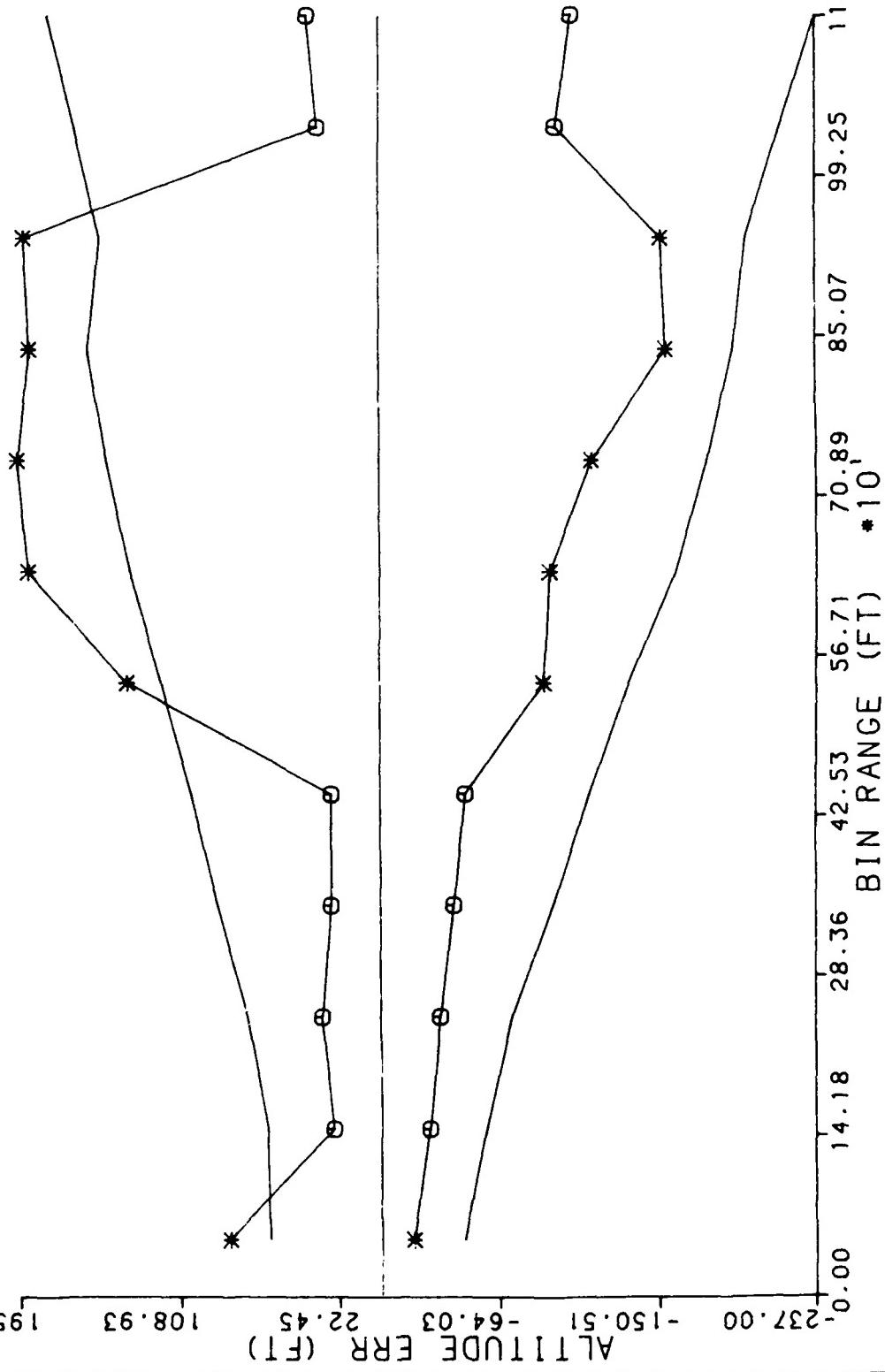
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

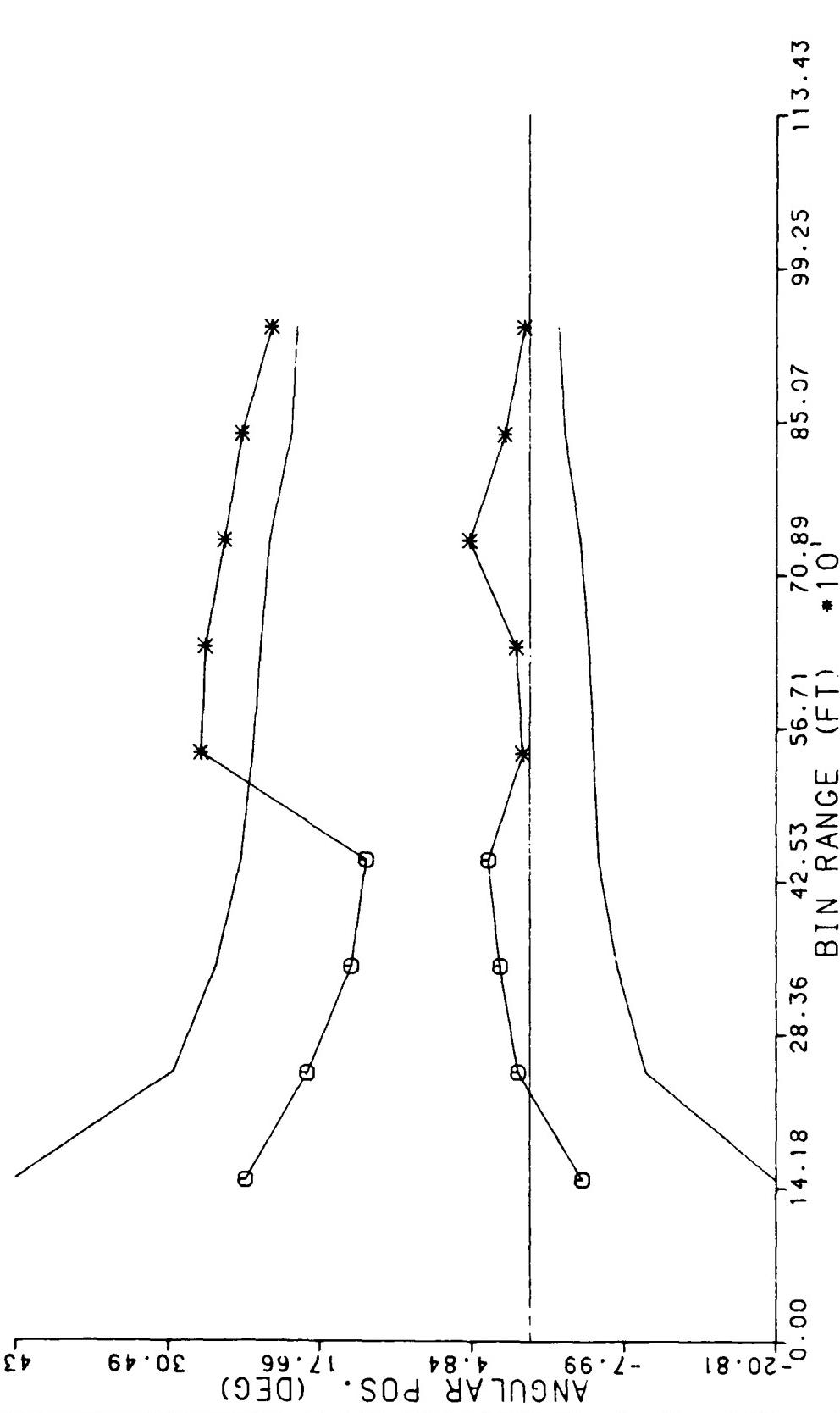
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08433

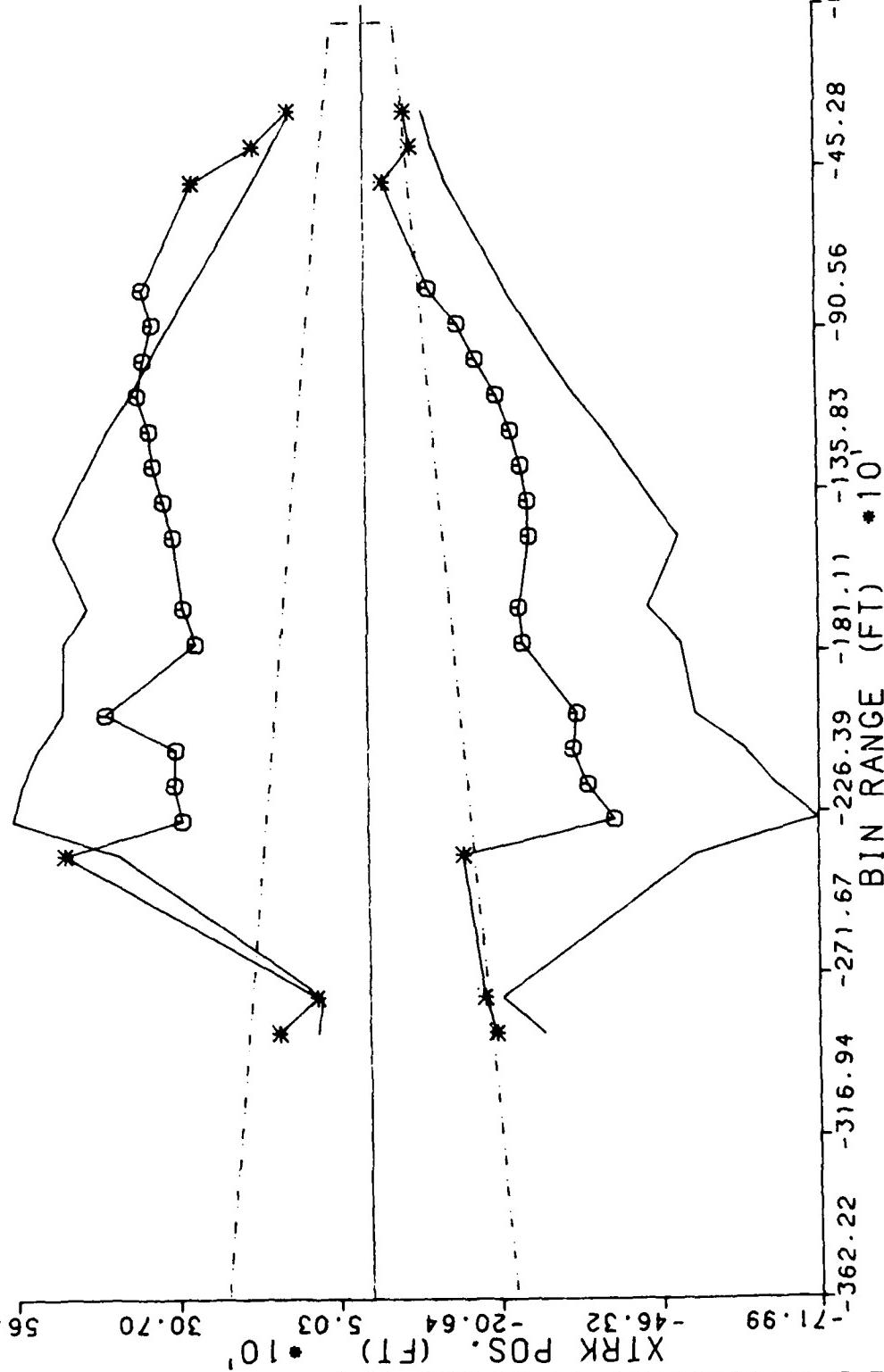
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - - INDICATES FAA APPROACH SURFACE  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

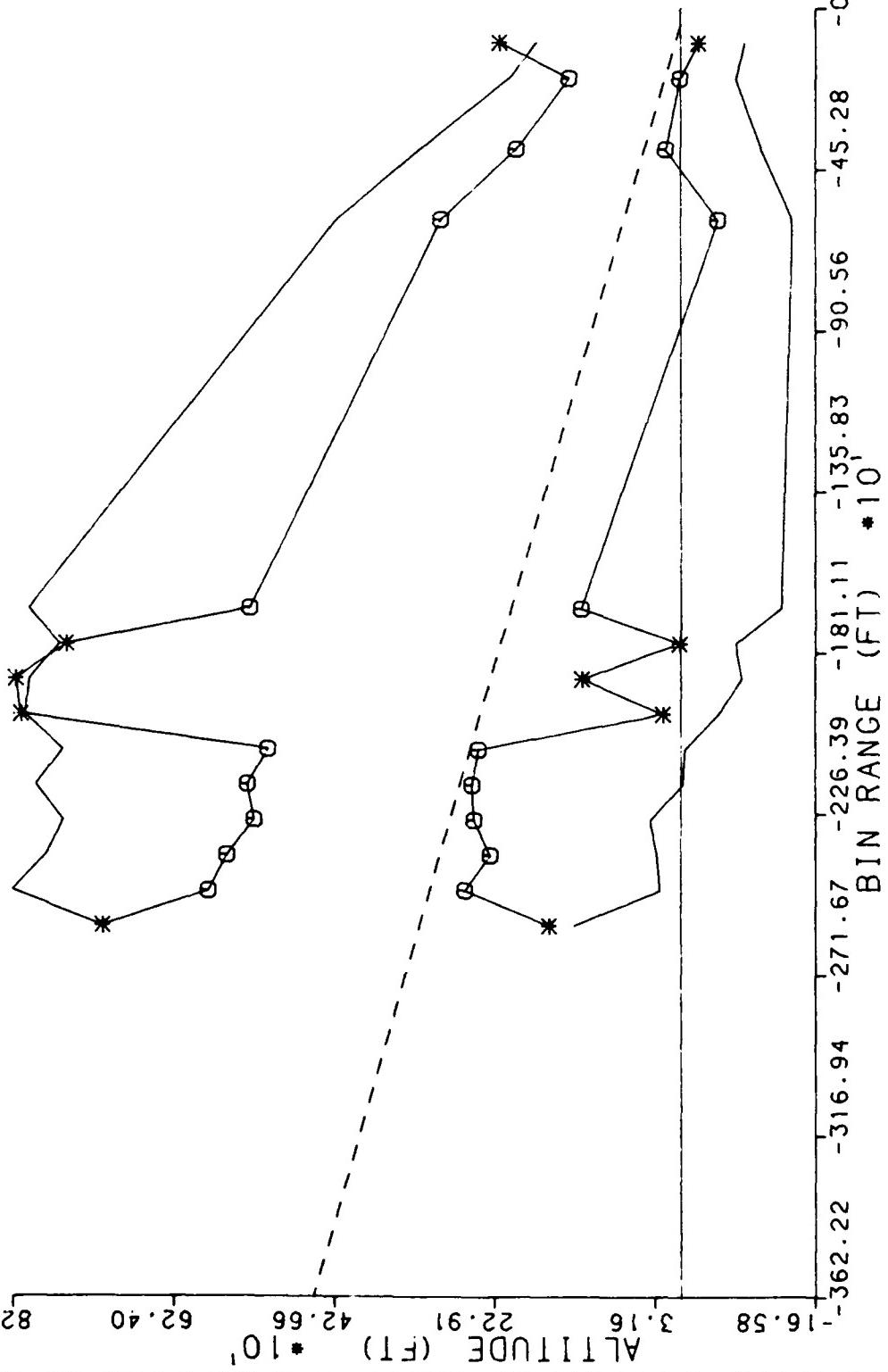
○ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

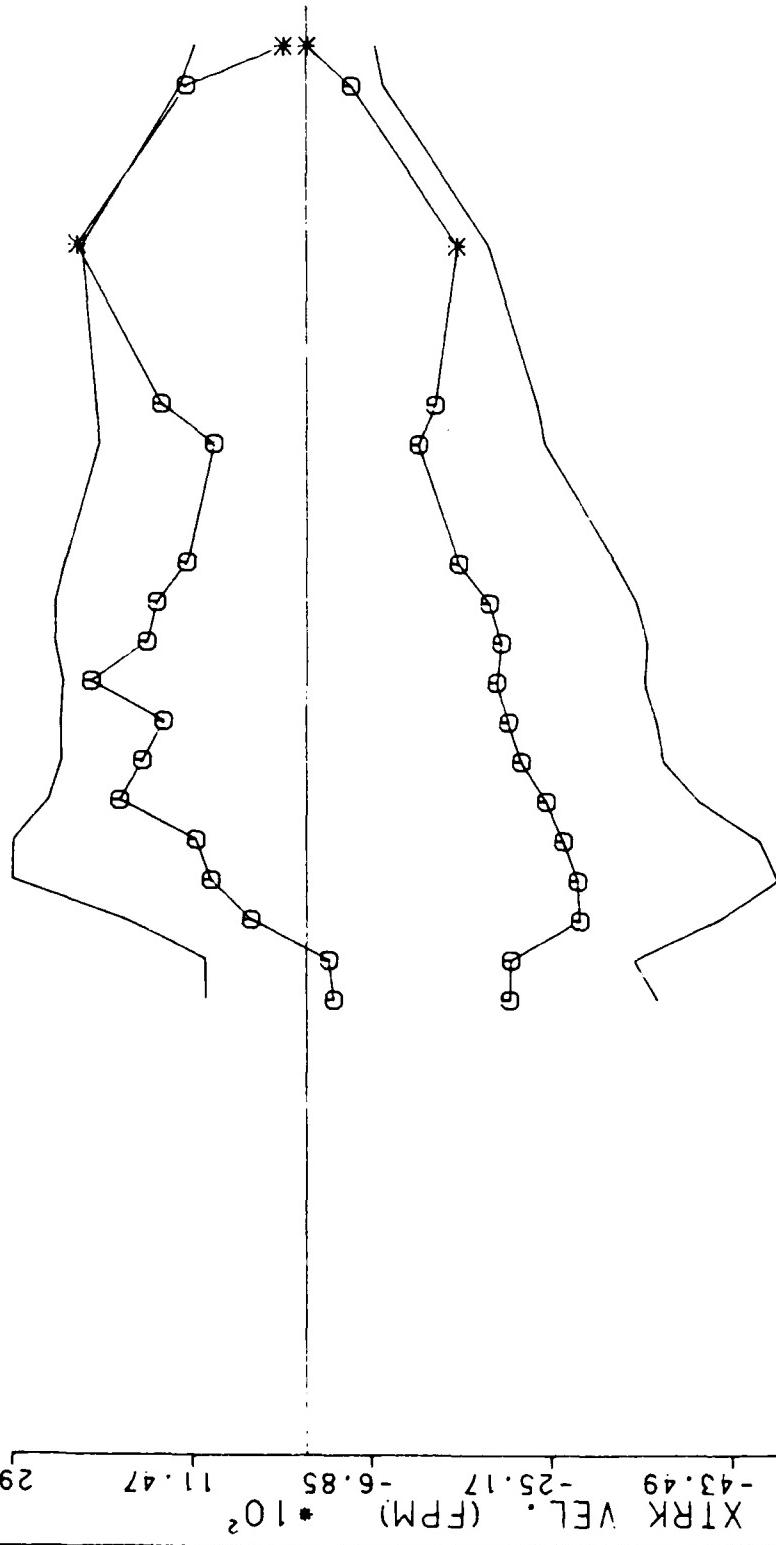
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



-362.22 -316.94 -271.67 -226.39 -181.11 -135.83 -90.56 -45.28 -0.00  
BIN RANGE (FT) \* 10<sup>2</sup>

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

ATRK VEL. (FPM) \* 10<sup>2</sup>

11.21

-10.80

-32.81

-54.82

-76.83

-98.84

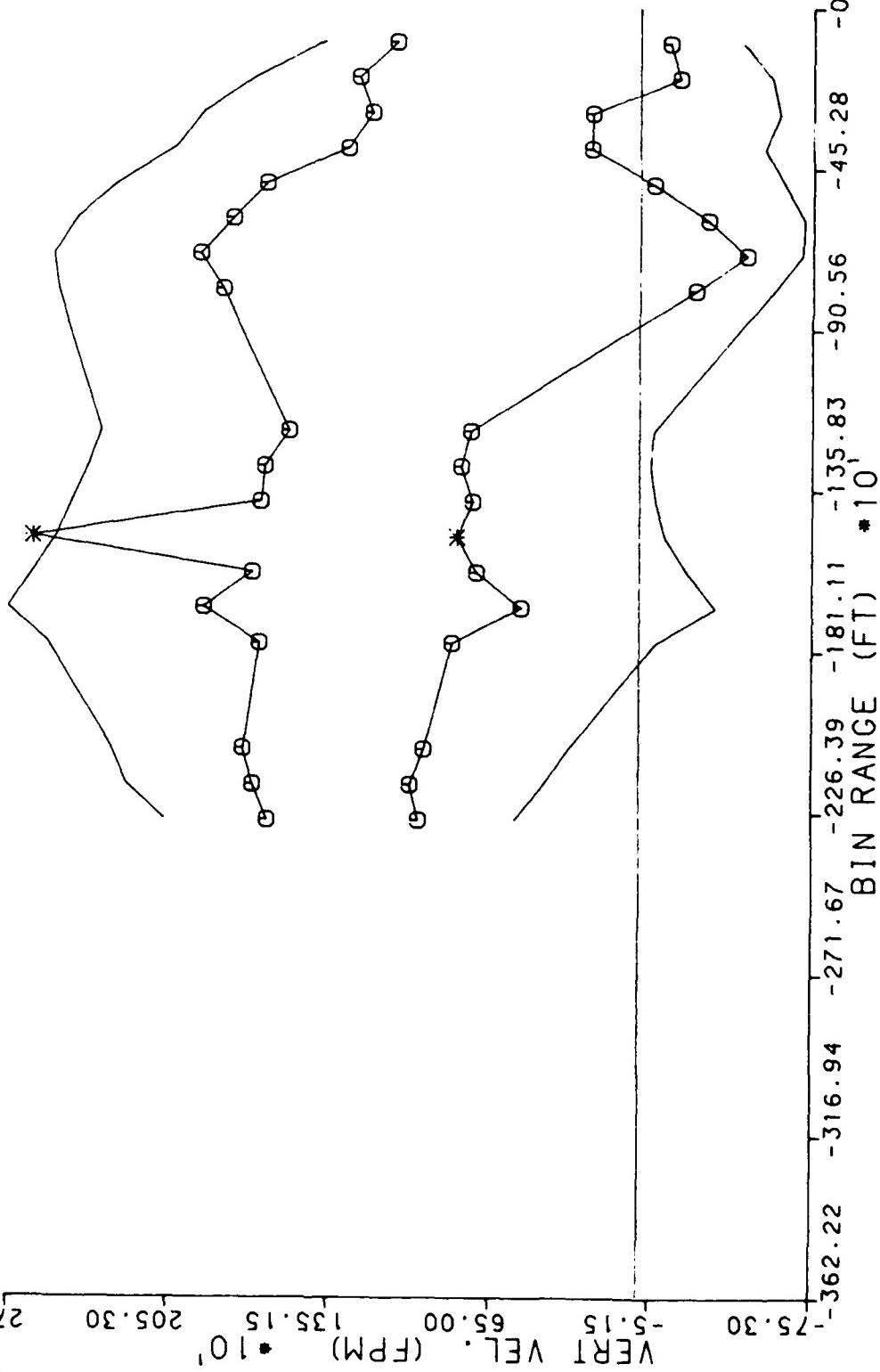
-362.22 -316.94 -271.67 -226.39 -181.11 -135.83 \* 10<sup>2</sup> -90.56 -45.28 -0.00

BIN RANGE (FT)

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

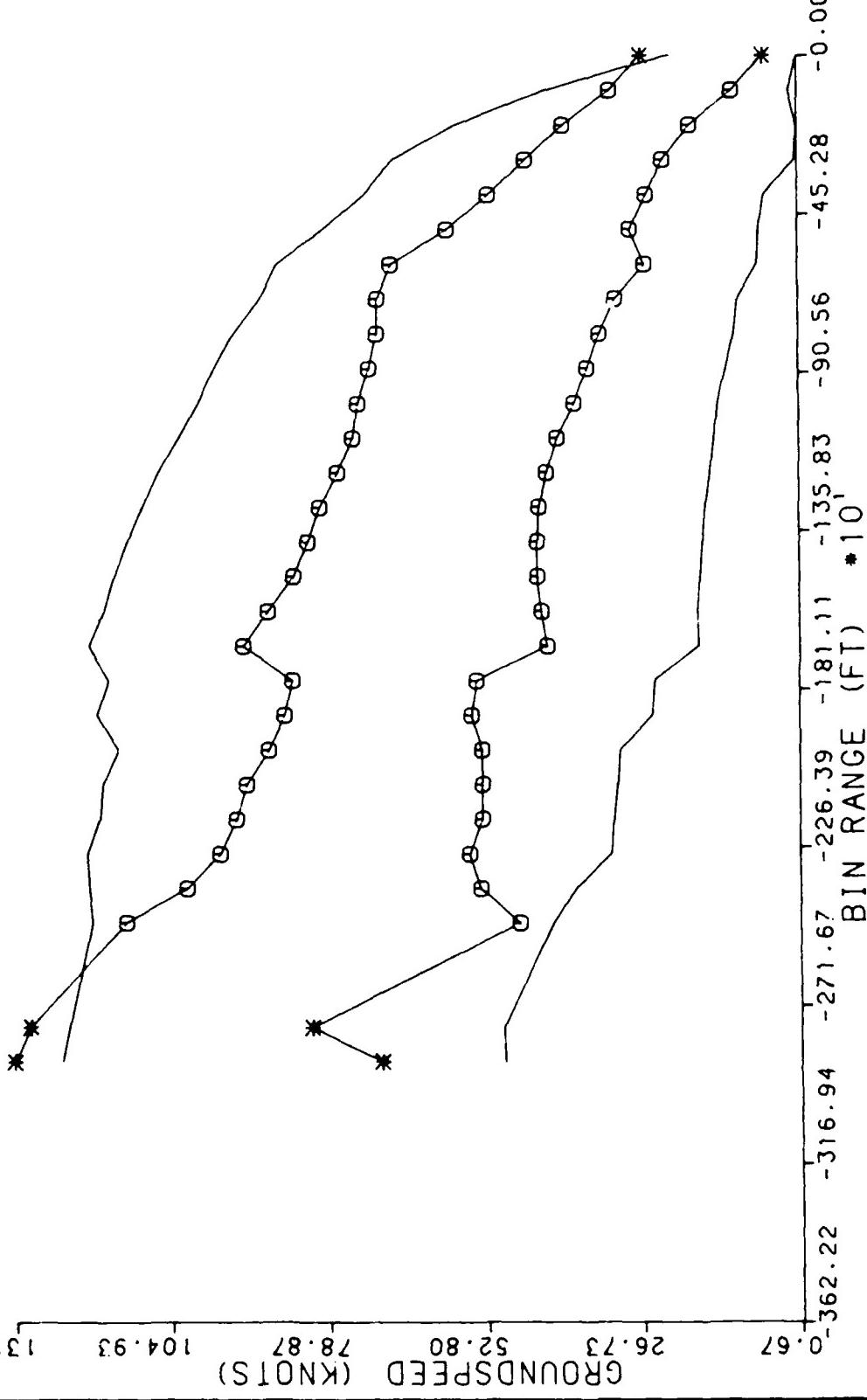
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
○ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

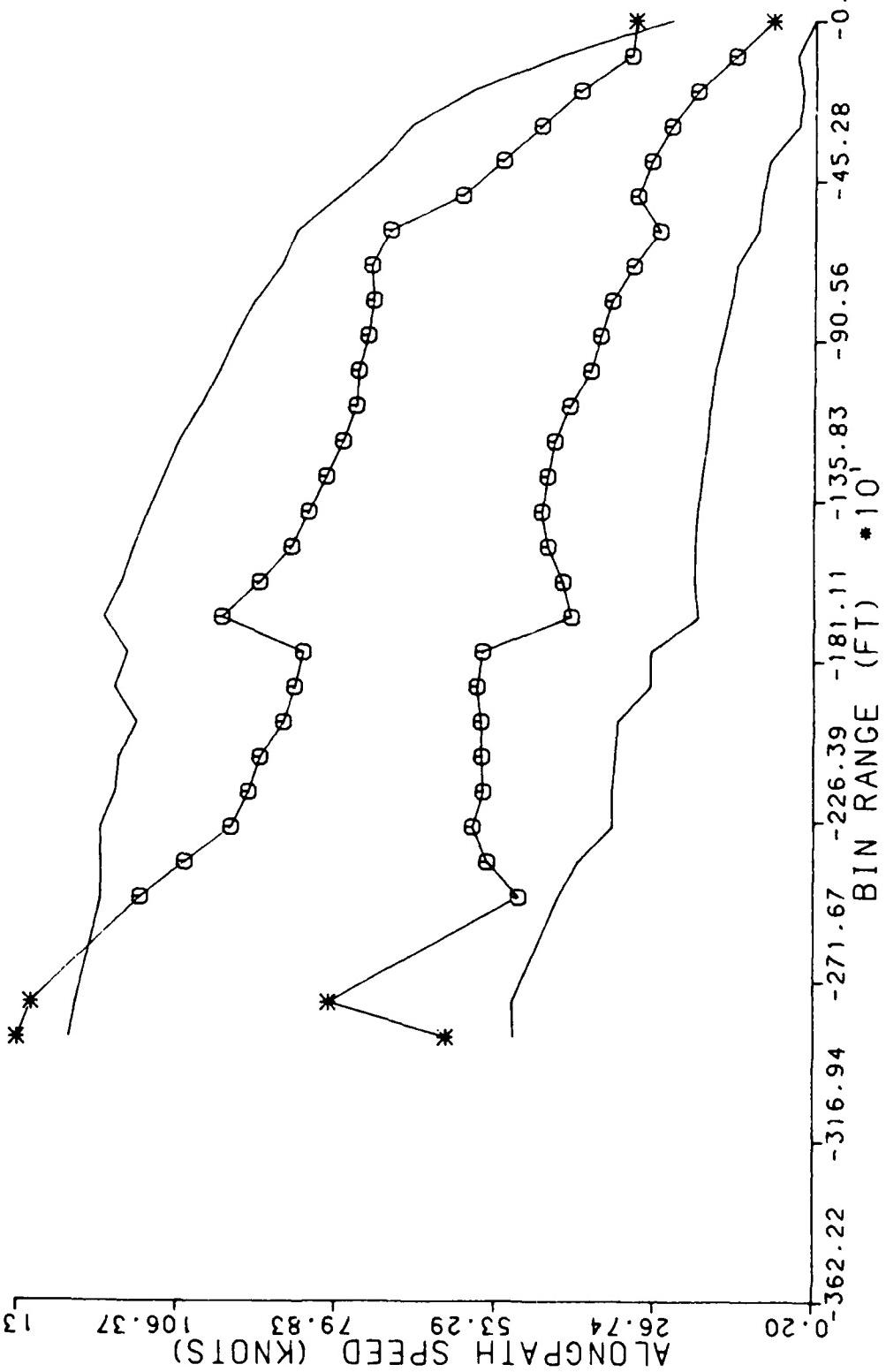
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

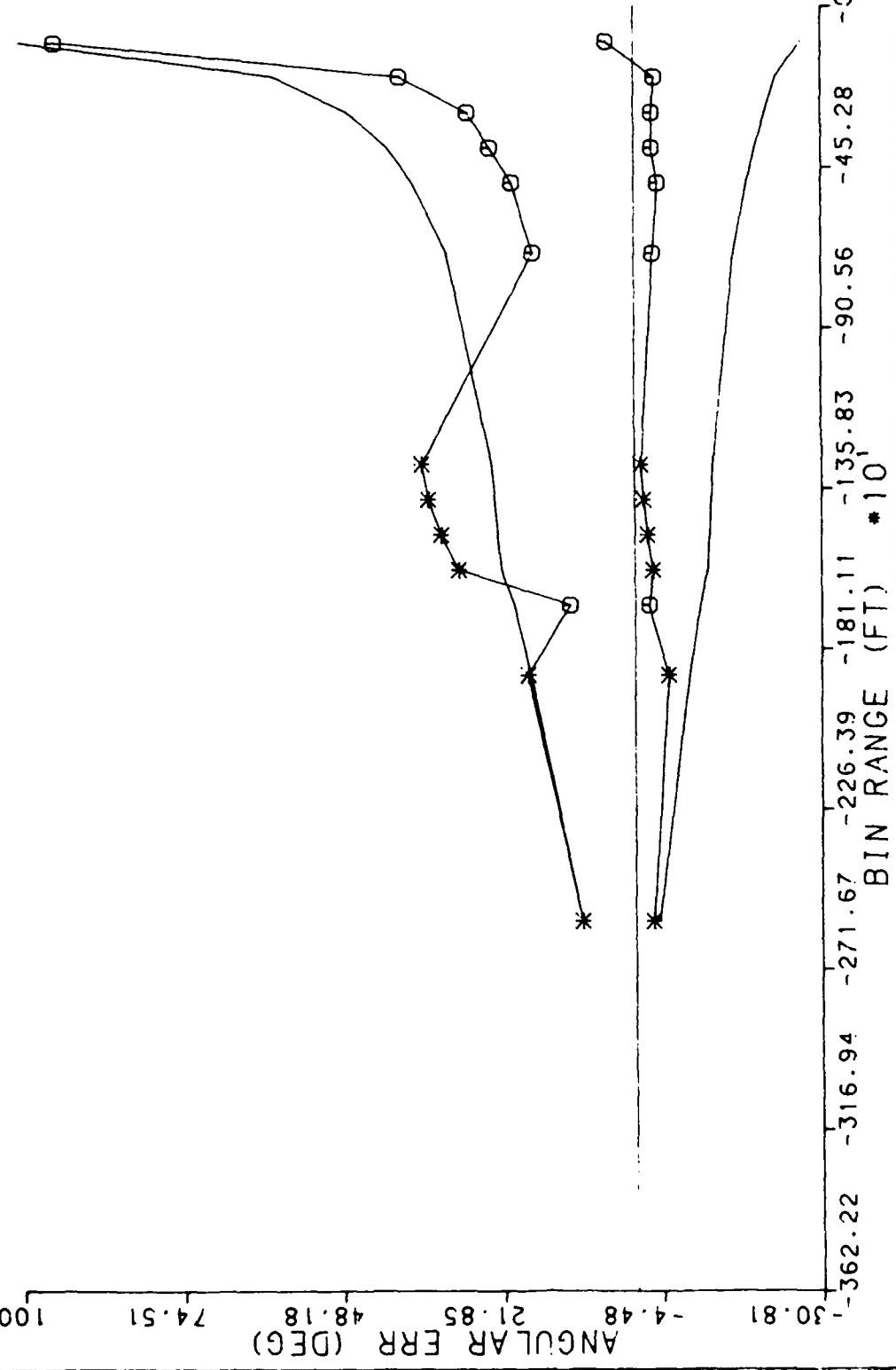
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
→ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

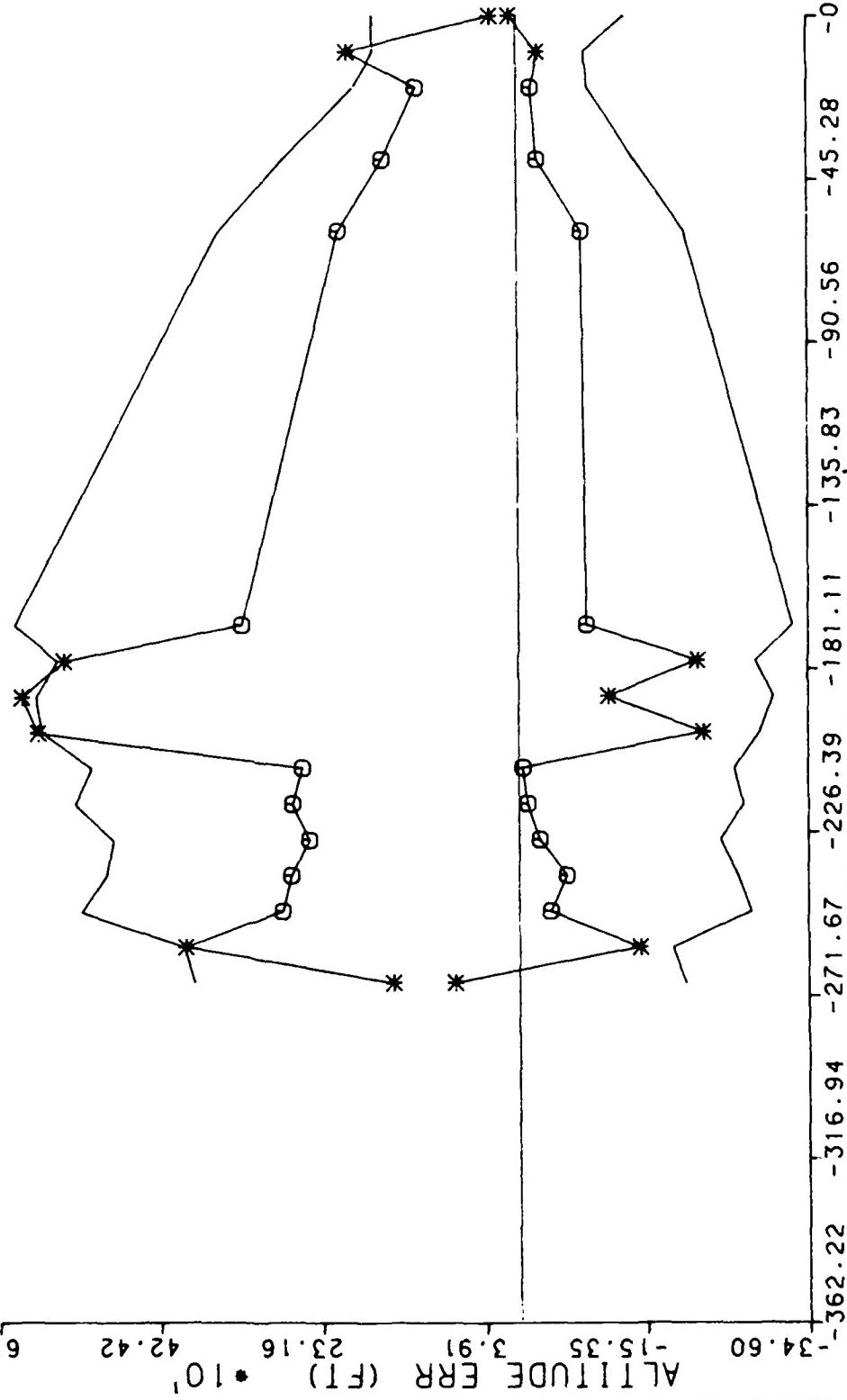
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

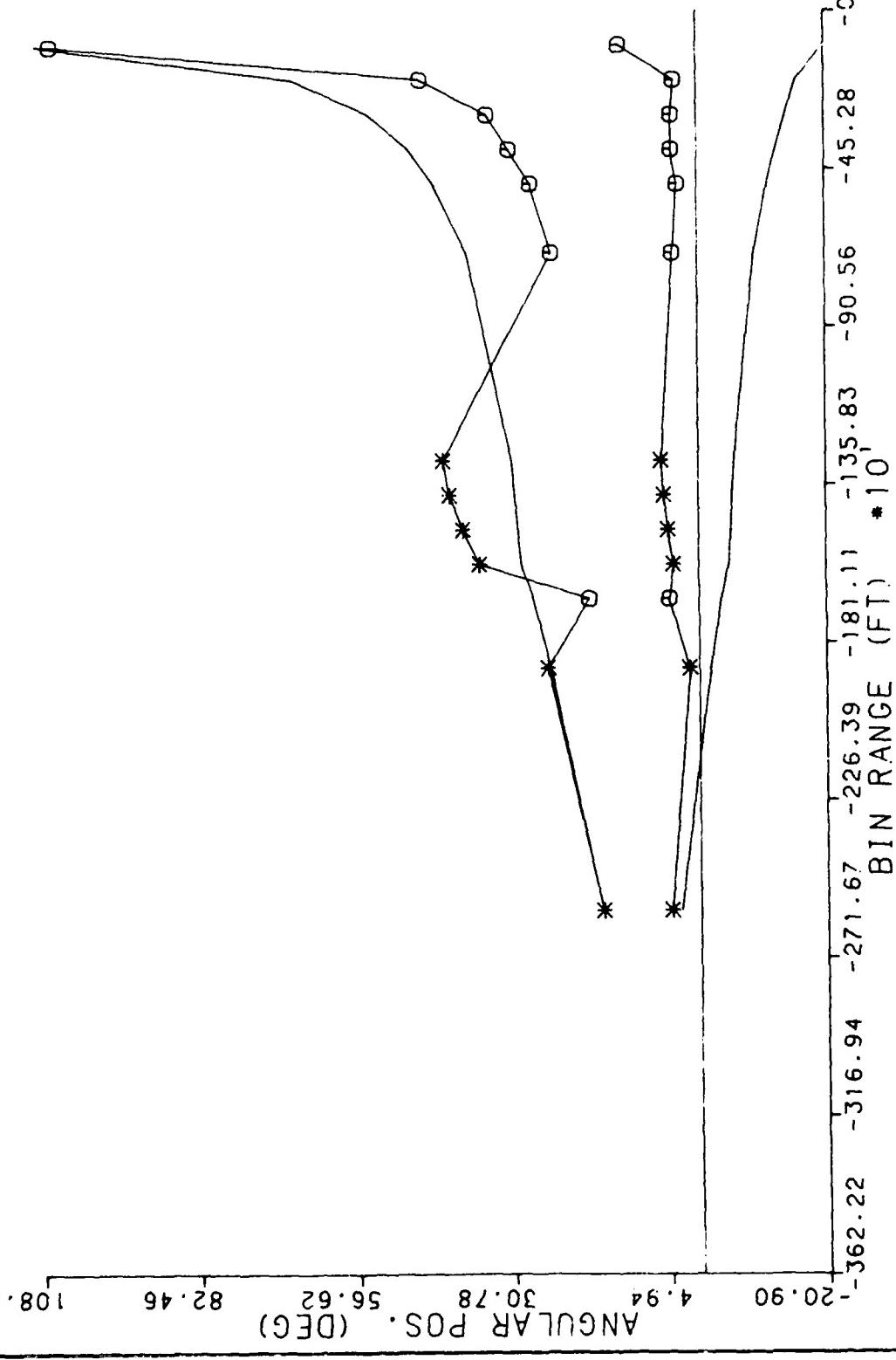
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ANGULAR POSITION (DEG) V.S. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

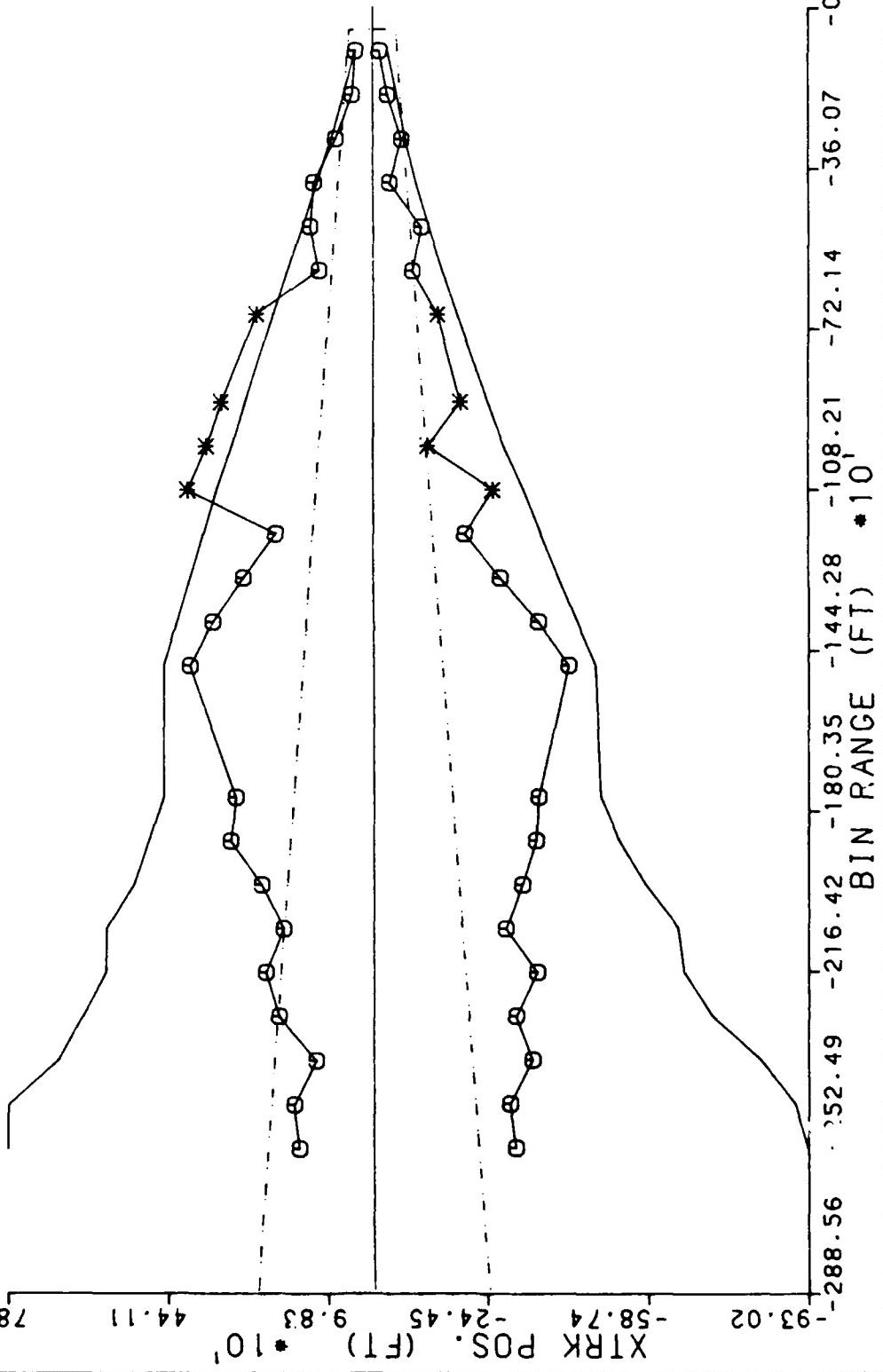
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ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

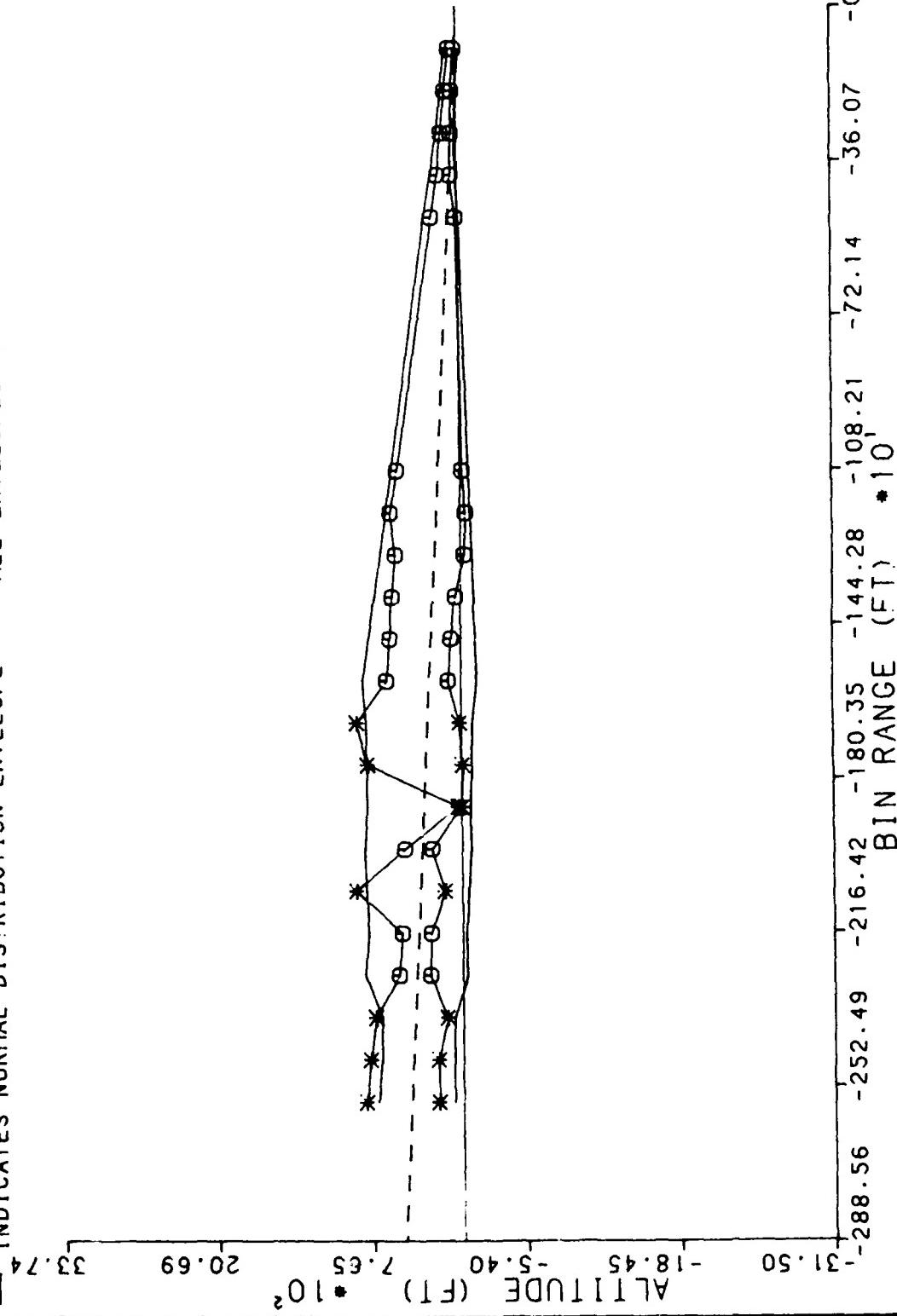
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ATLANTIC CITY AIRPORT, NJ 08403

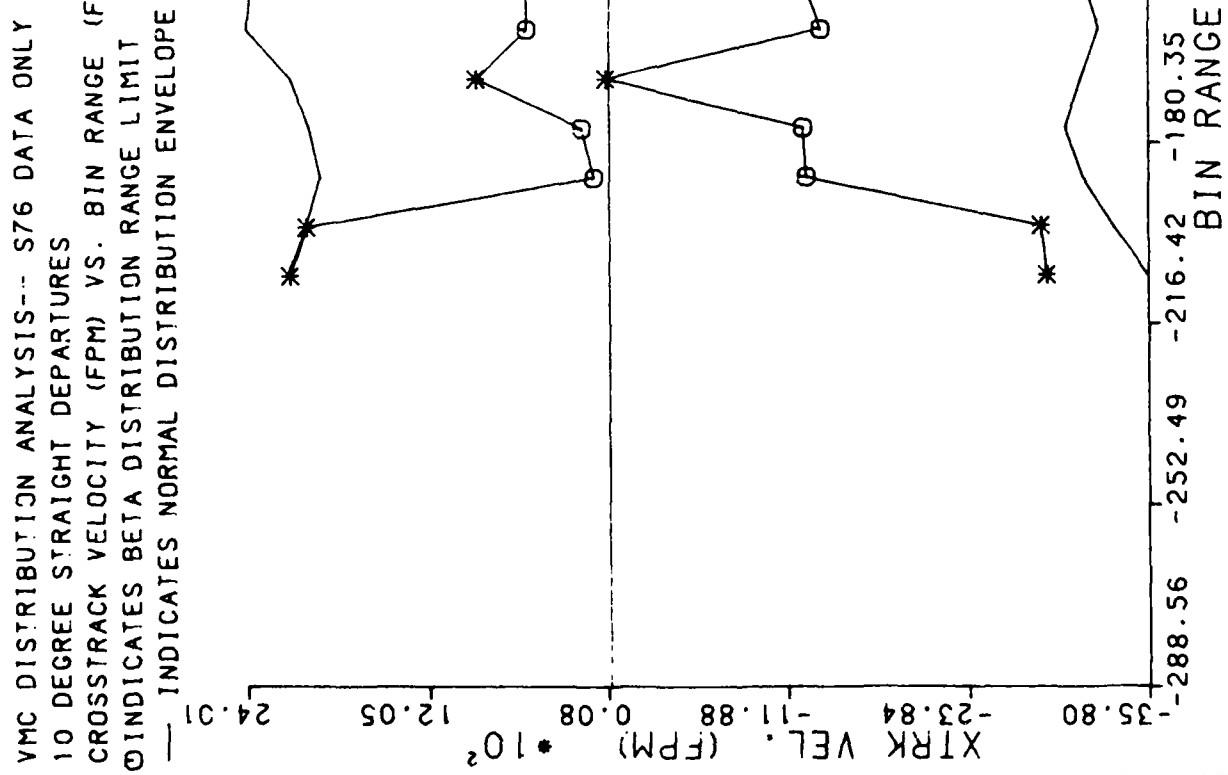


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY





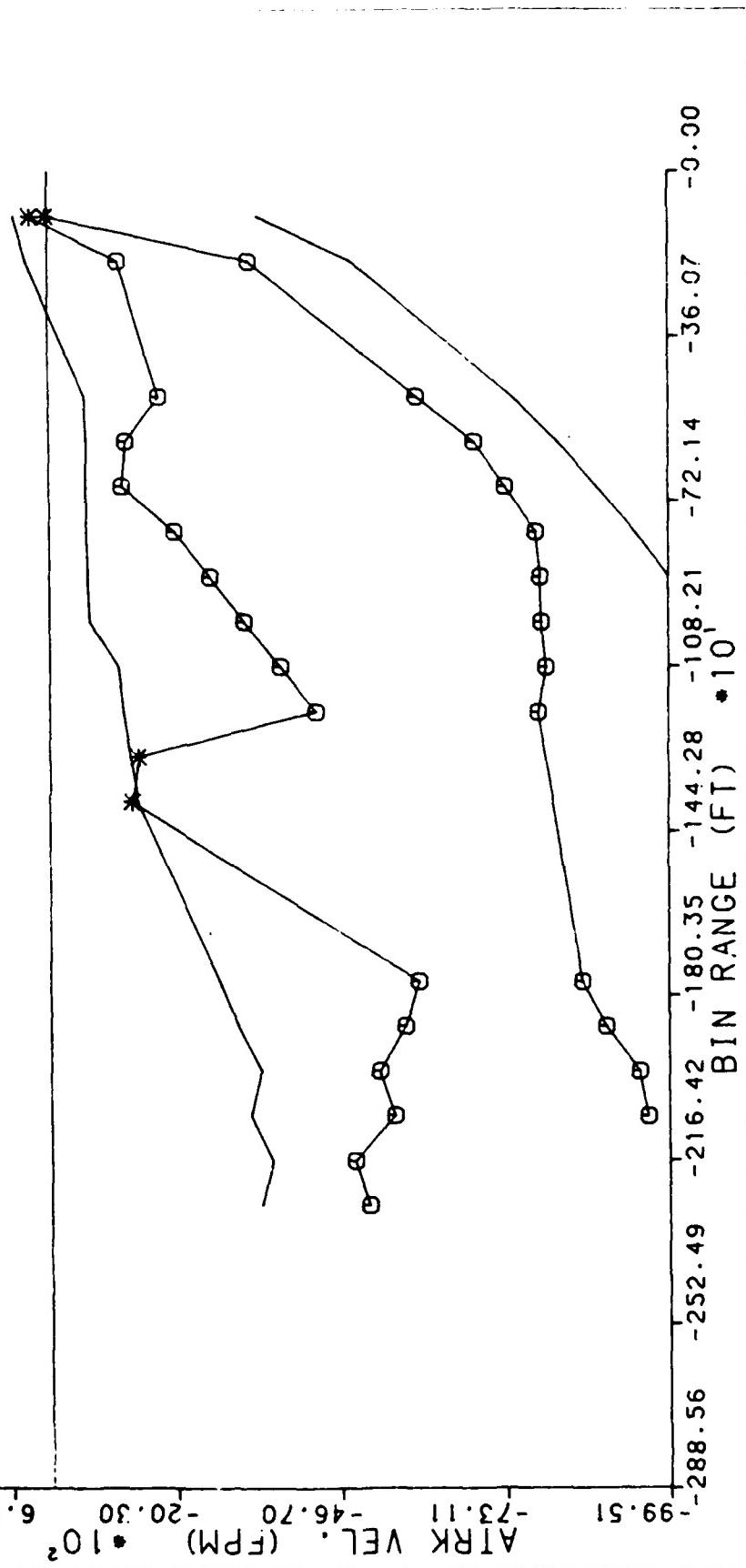
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ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
ALONG TRACK VELOCITY (FPM) VS. BIN RANGE ((  
Φ) INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

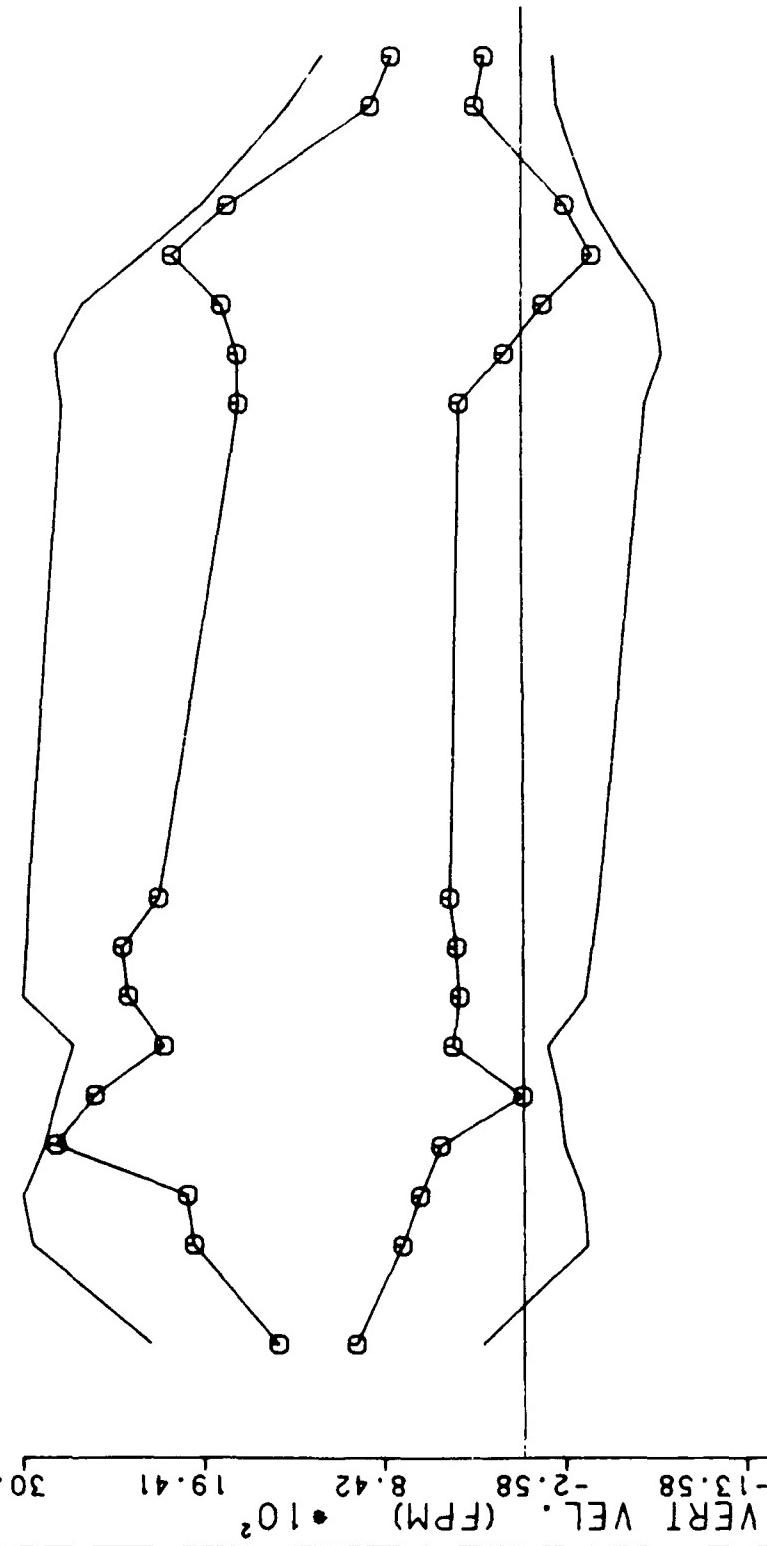
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

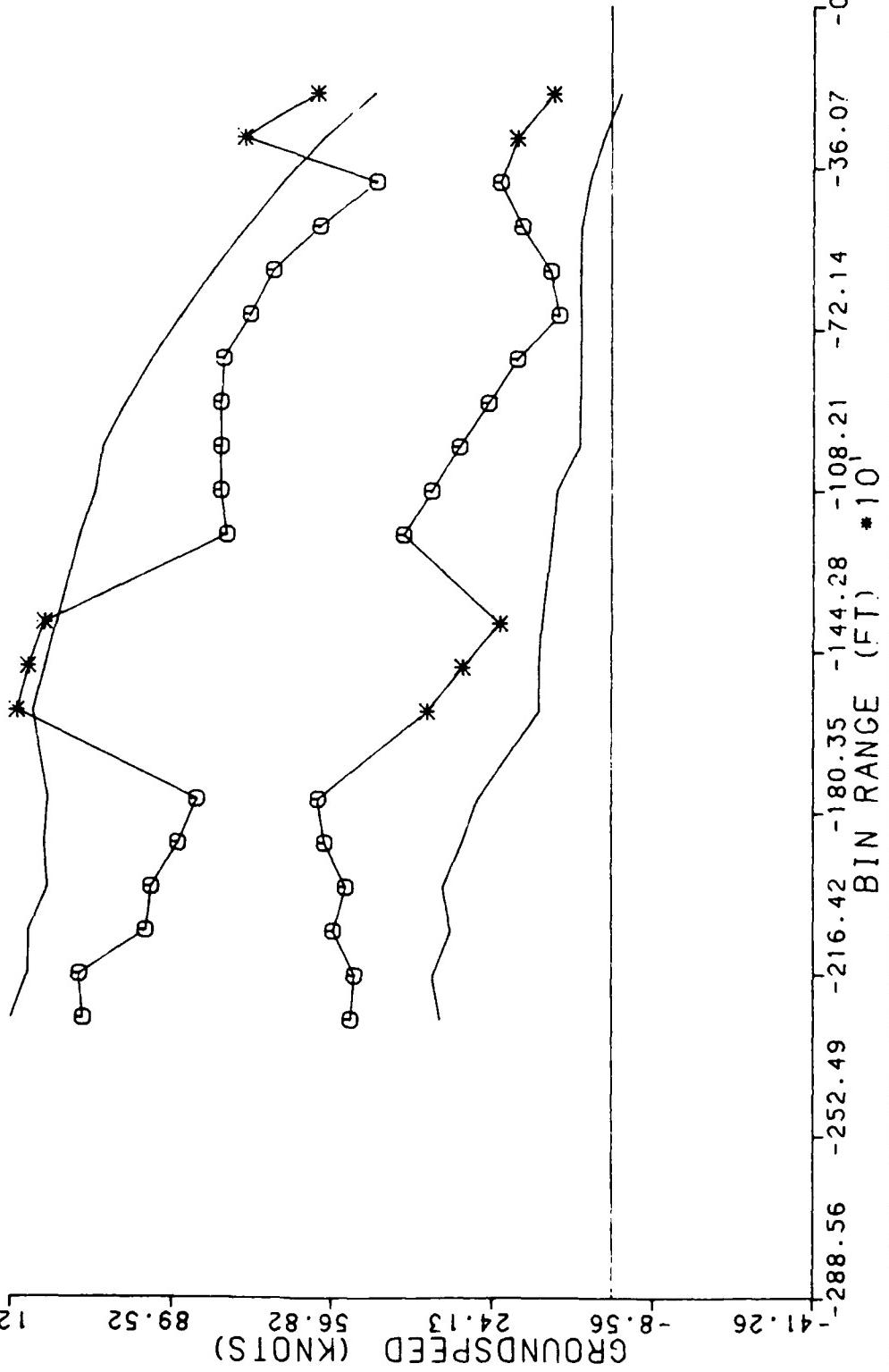
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

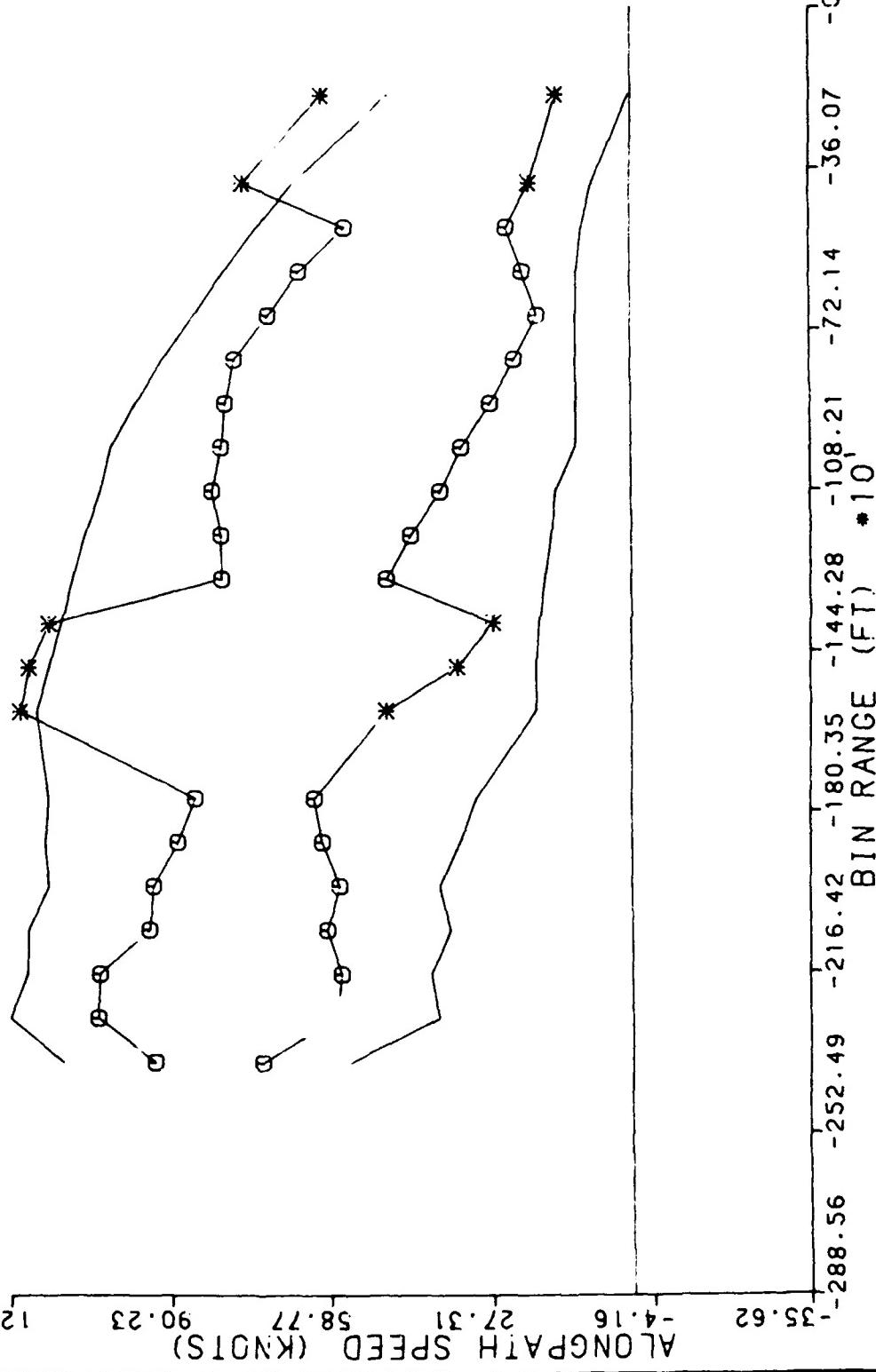
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
G INDICATES BETA DISTRIBUTION RANGE LIMIT  
6 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

170.1

120.85

71.52

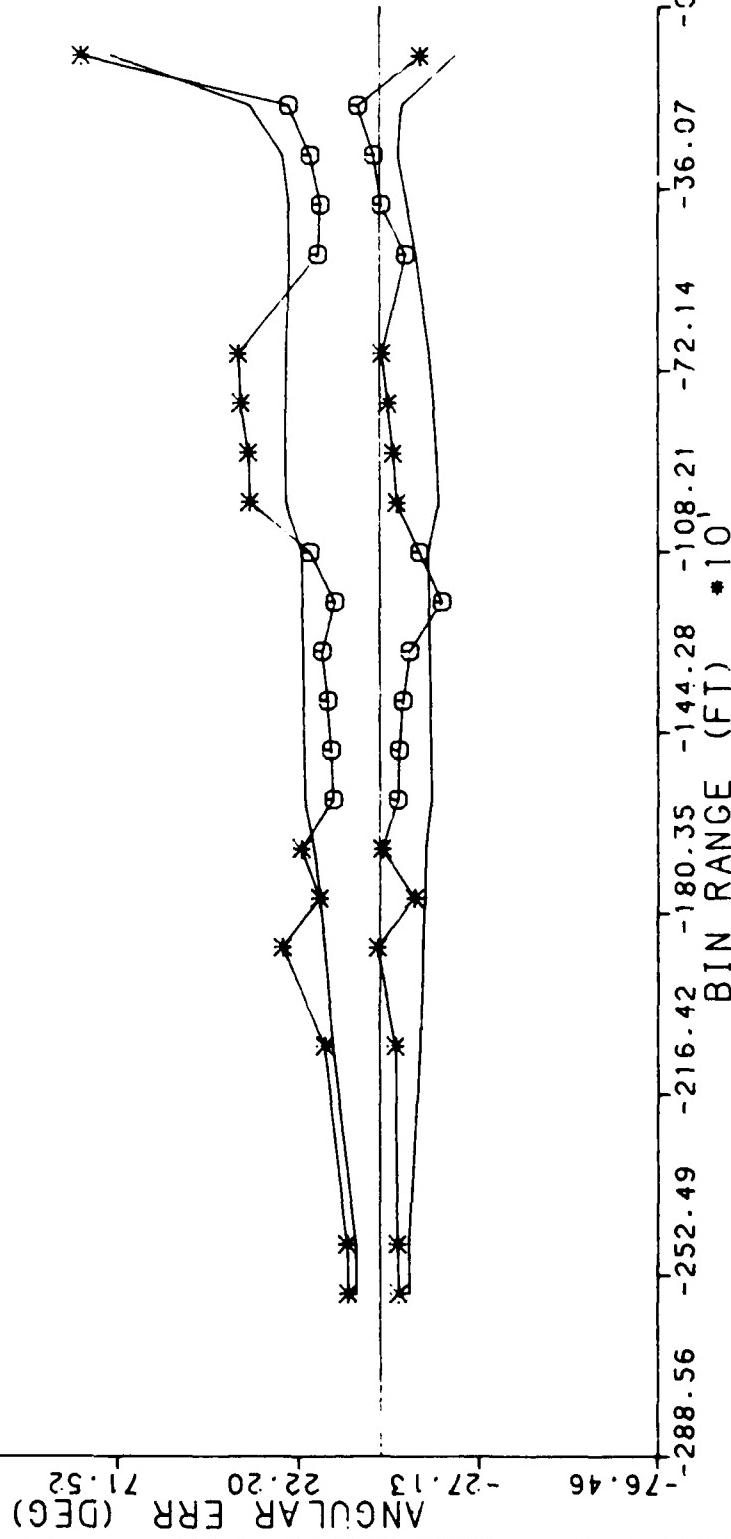
22.20

-27.13

-76.46

ANGULAR ERR (DEG)

J-78



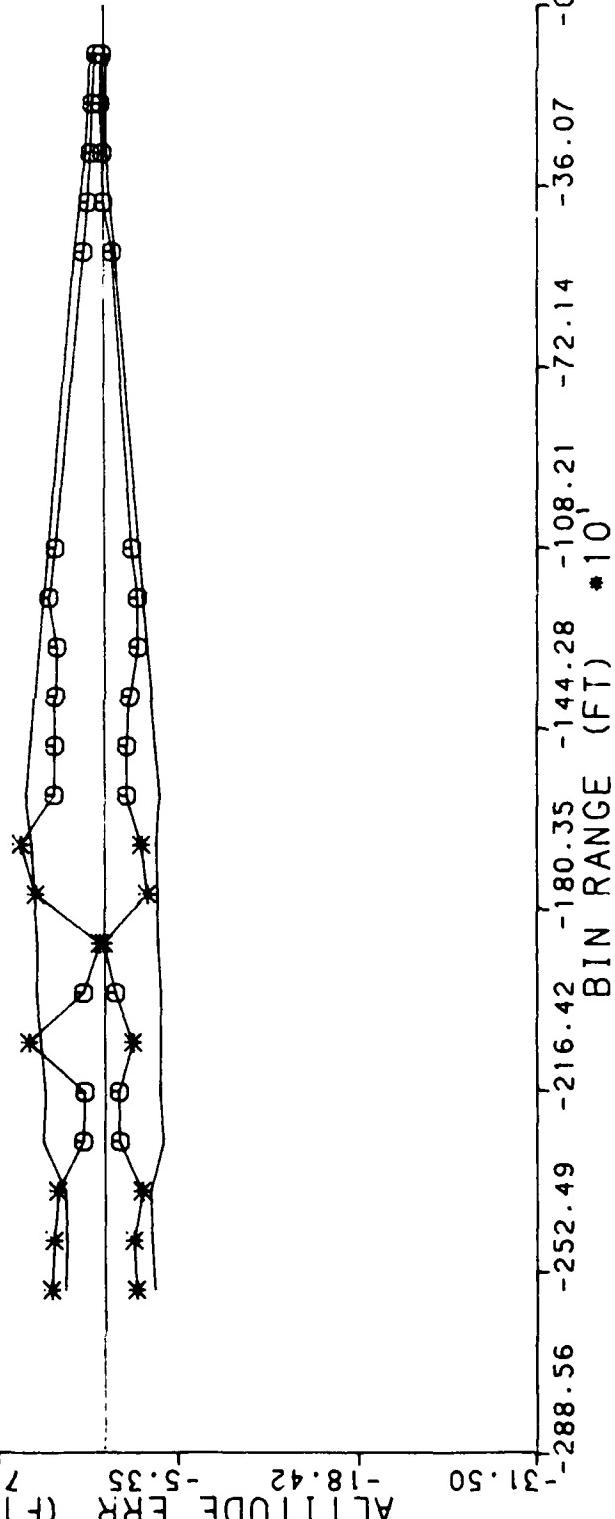
VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

ALTITUDE ERR (FT) \* 10<sup>2</sup>

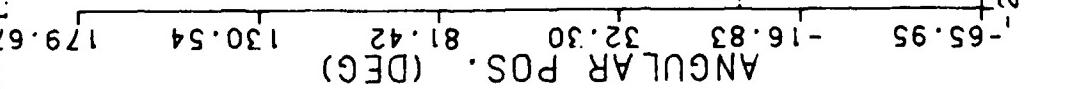
-31.50 -18.42 -5.35 7.73 20.80 33.88



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE  
 → INDICATES GAMMA DISTRIBUTION RANGE LIMIT

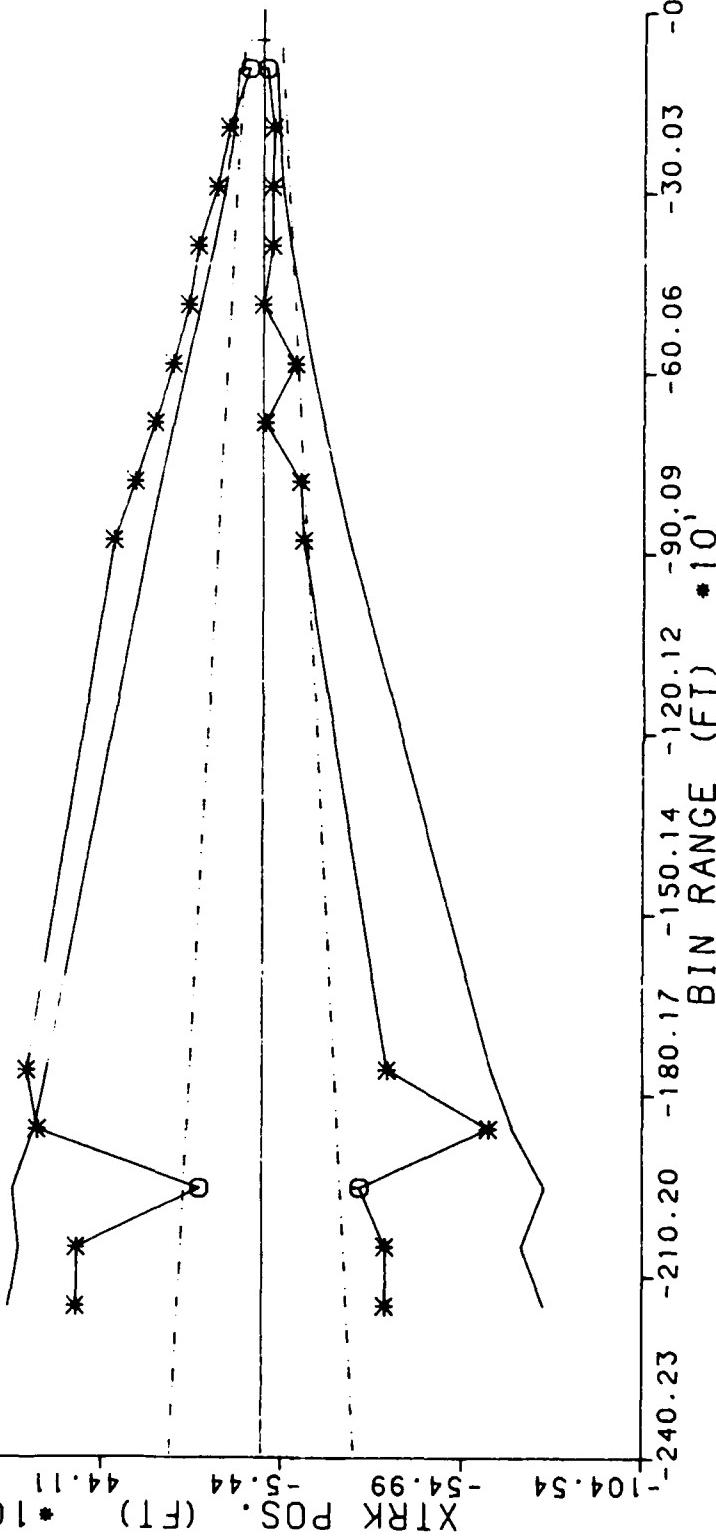
DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 - - - INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

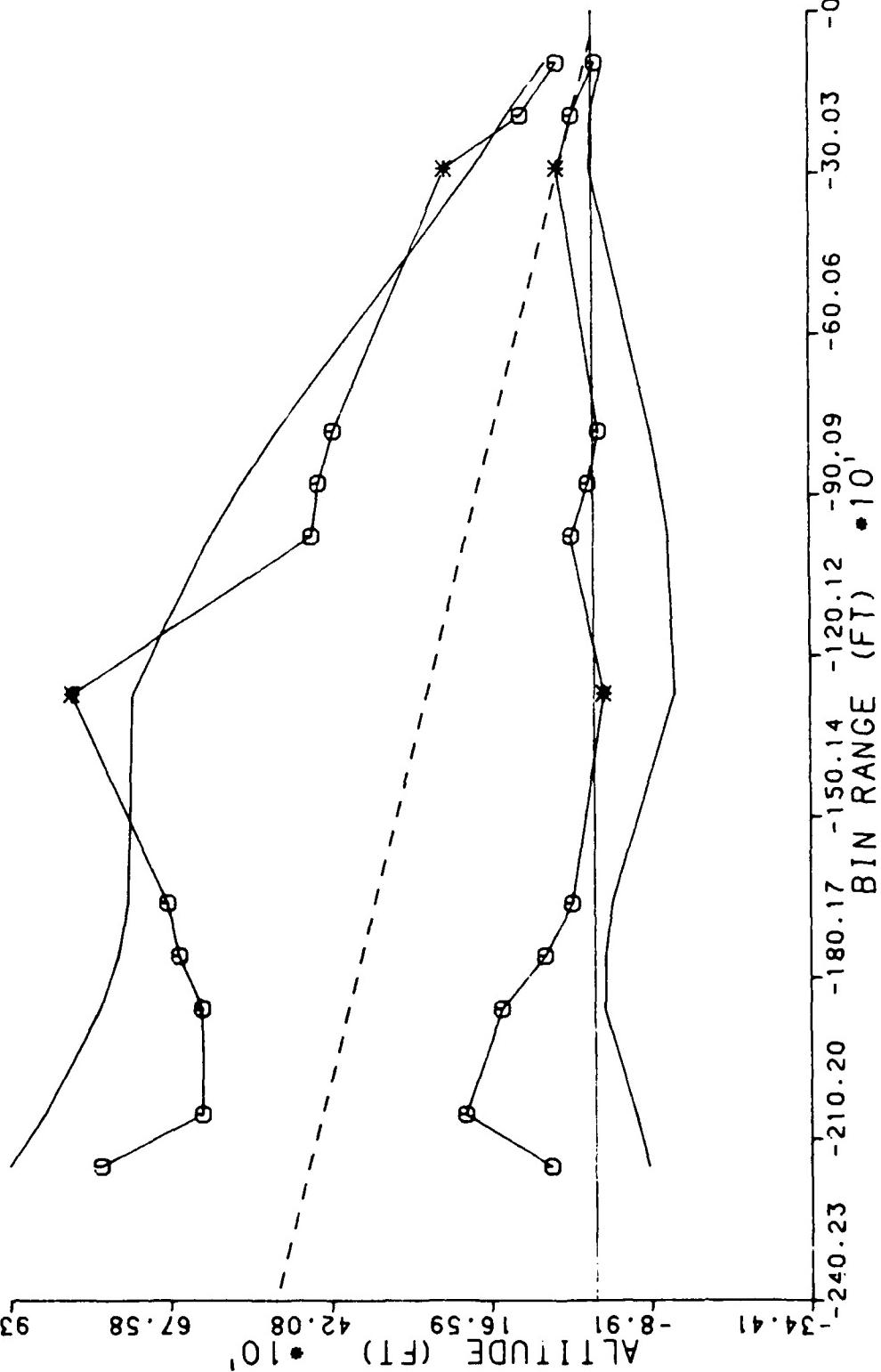
DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- S76 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
CROSSTRAK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

XTRK VEL. (FPM) \*  $10^2$       48.01      -37.74      -20.59      -3.44      30.86

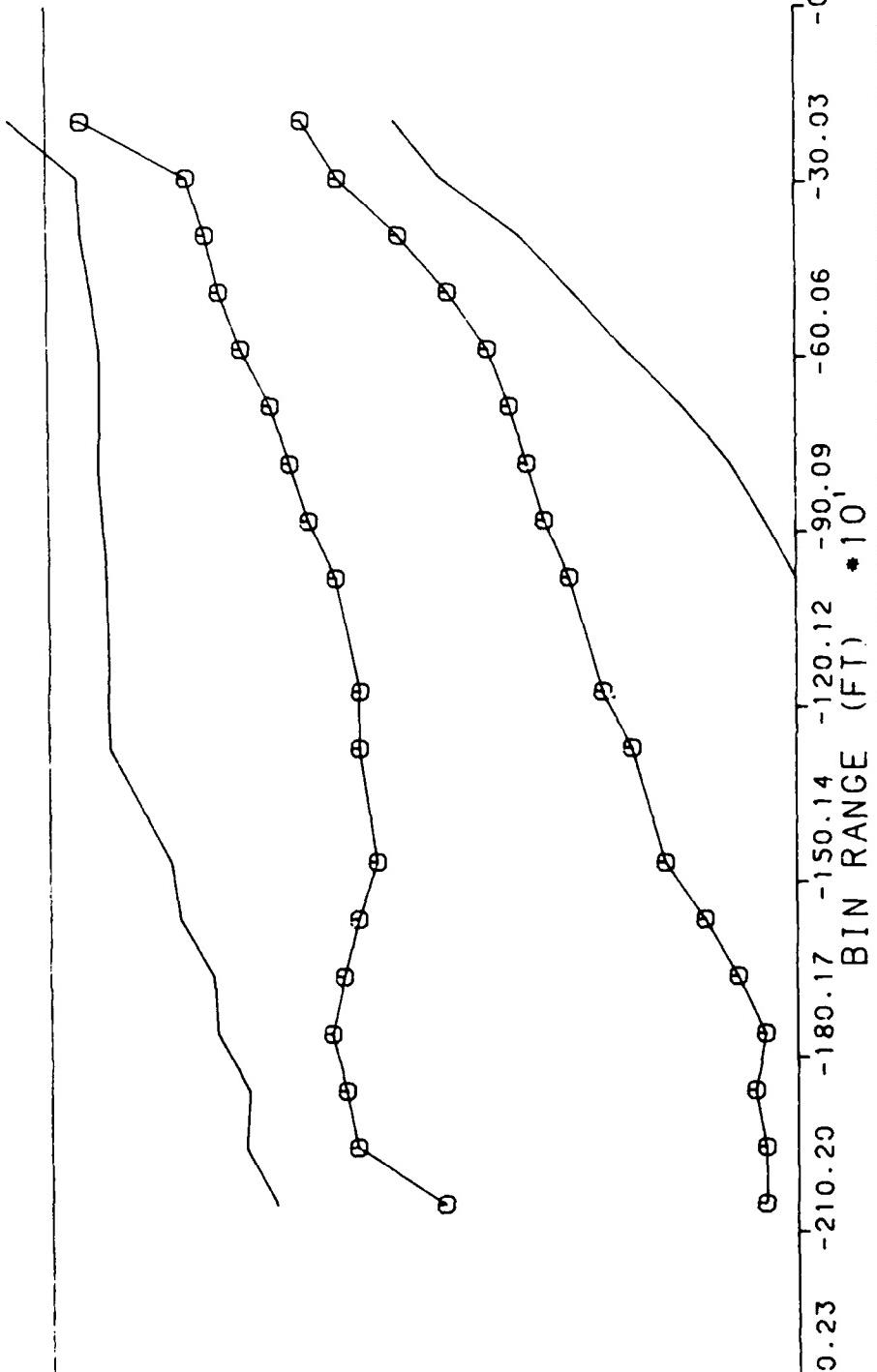
-240.23      -210.20      -180.17      -150.14      -120.12      -90.09      -60.06      -30.03      -0.00

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

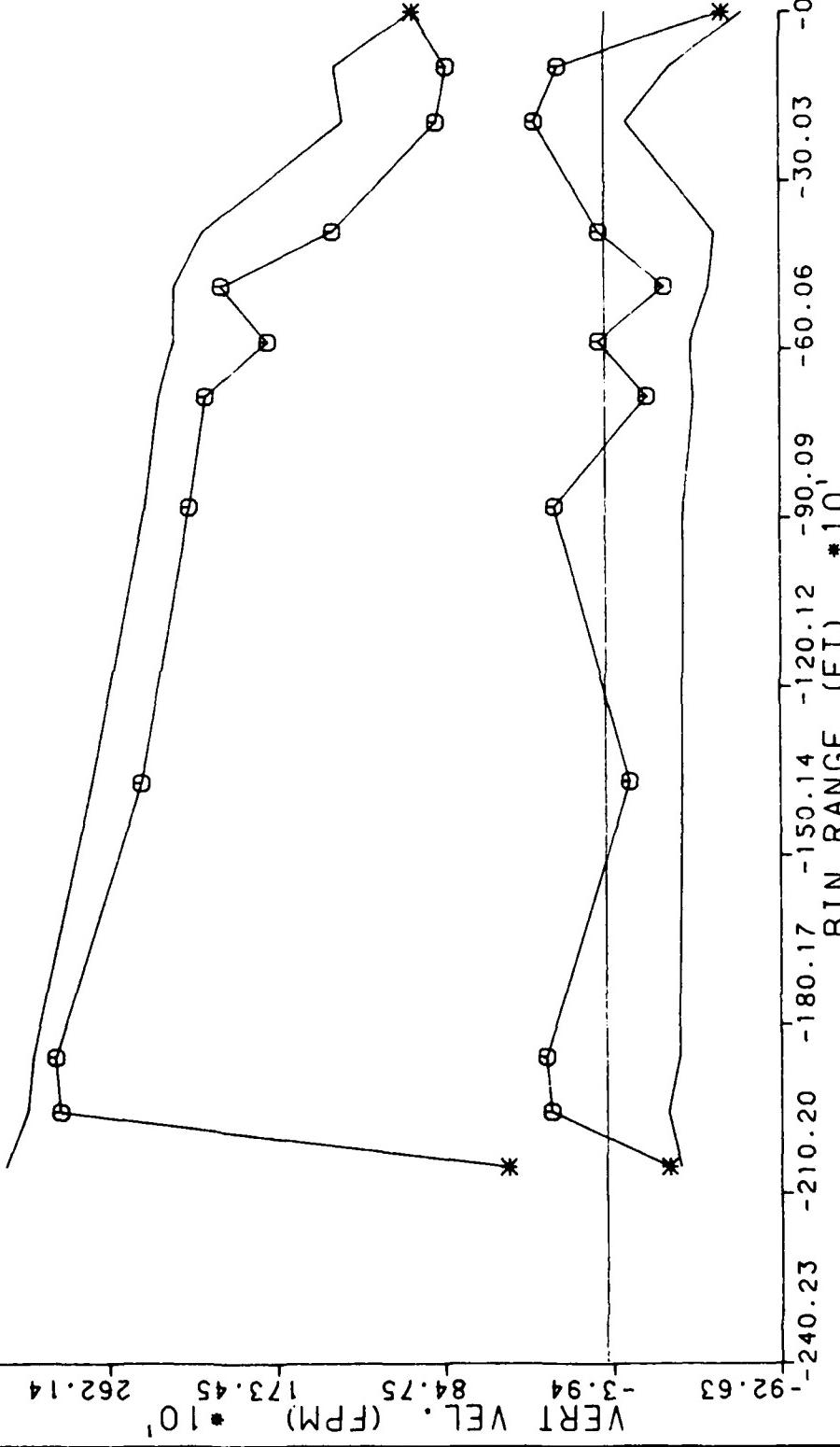
ATRK VEL. (FPM) \* 10<sup>2</sup>



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

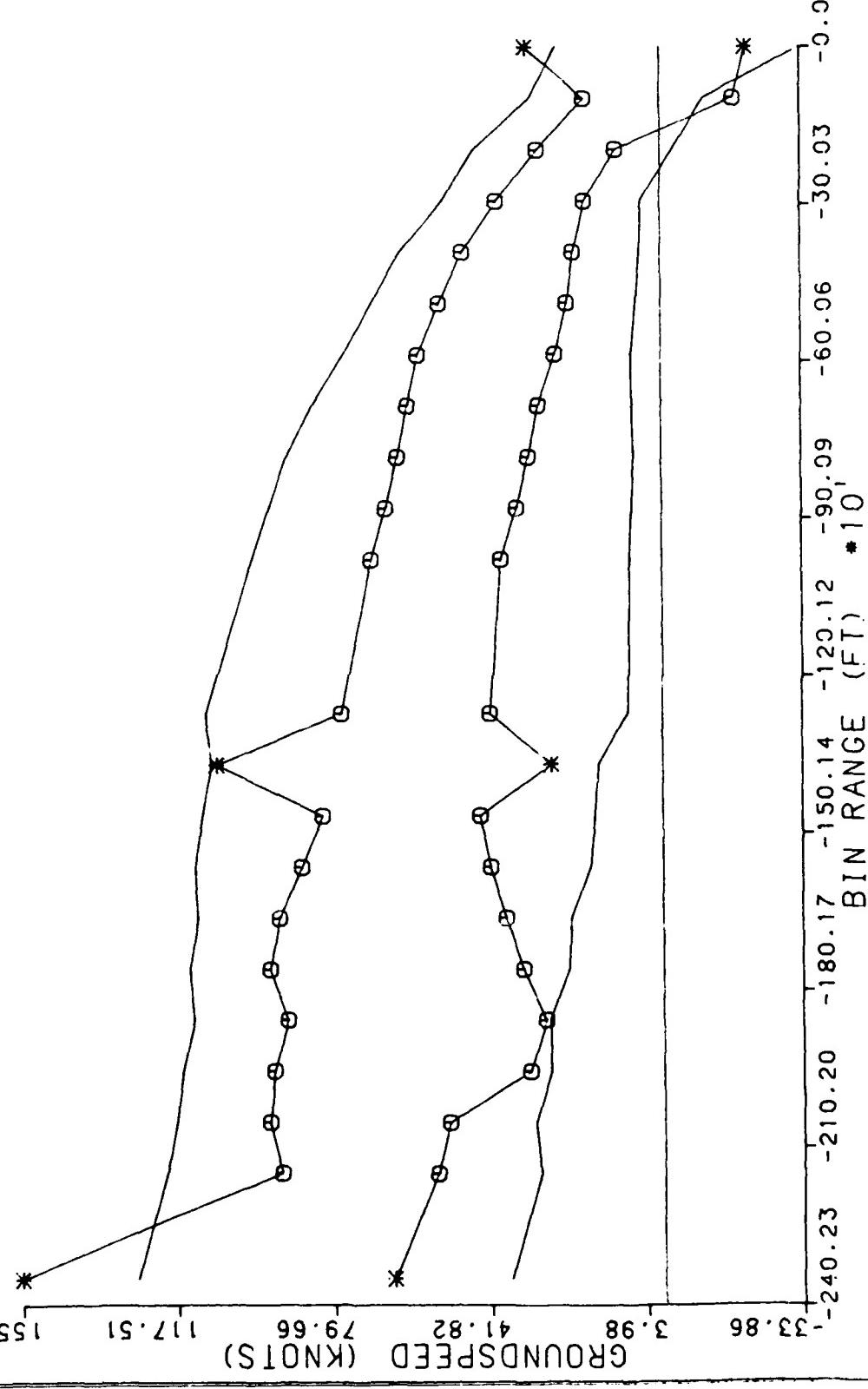
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

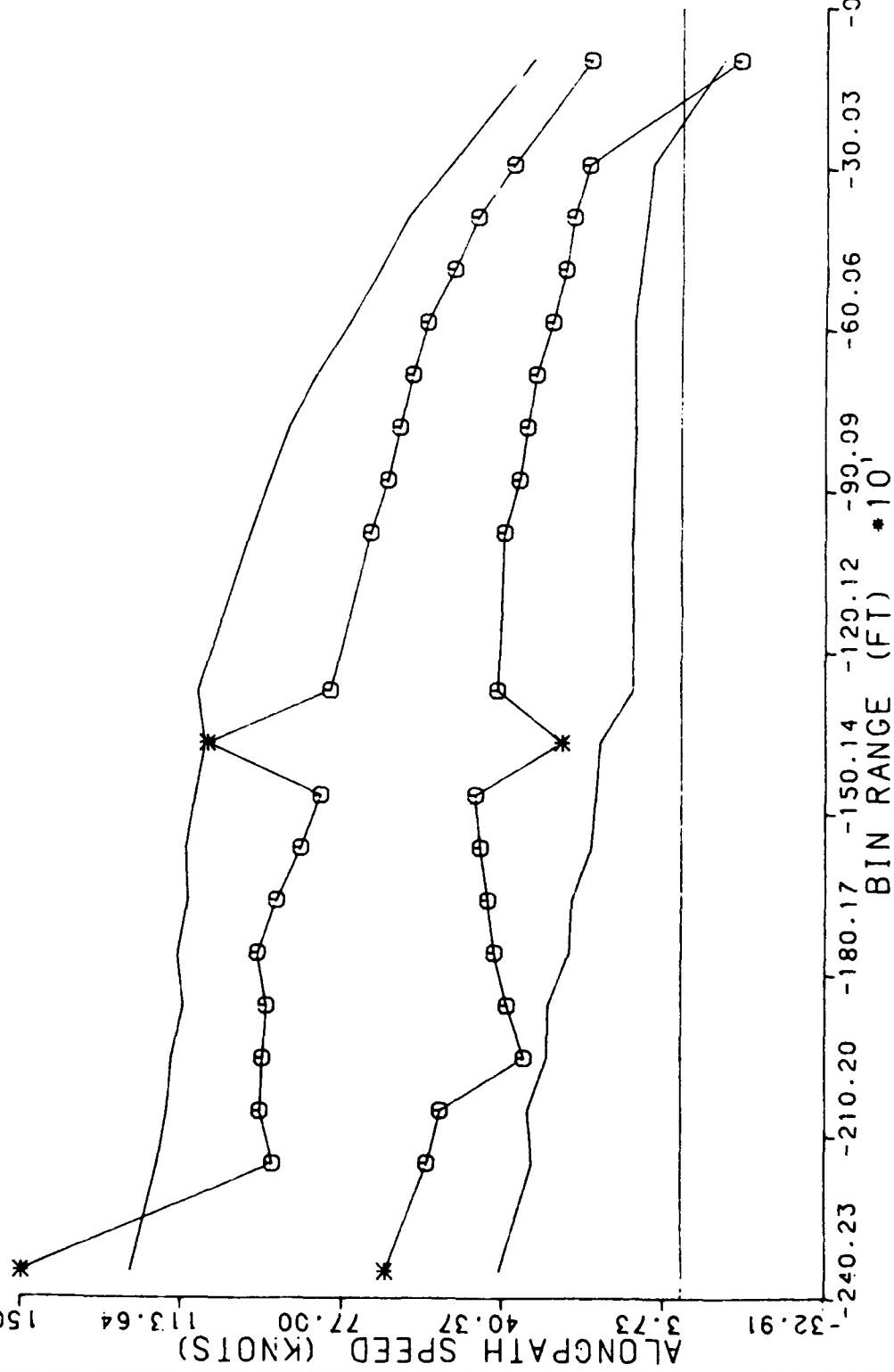
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
θ INDICATES BETA DISTRIBUTION RANGE LIMIT  
∞ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ Q803

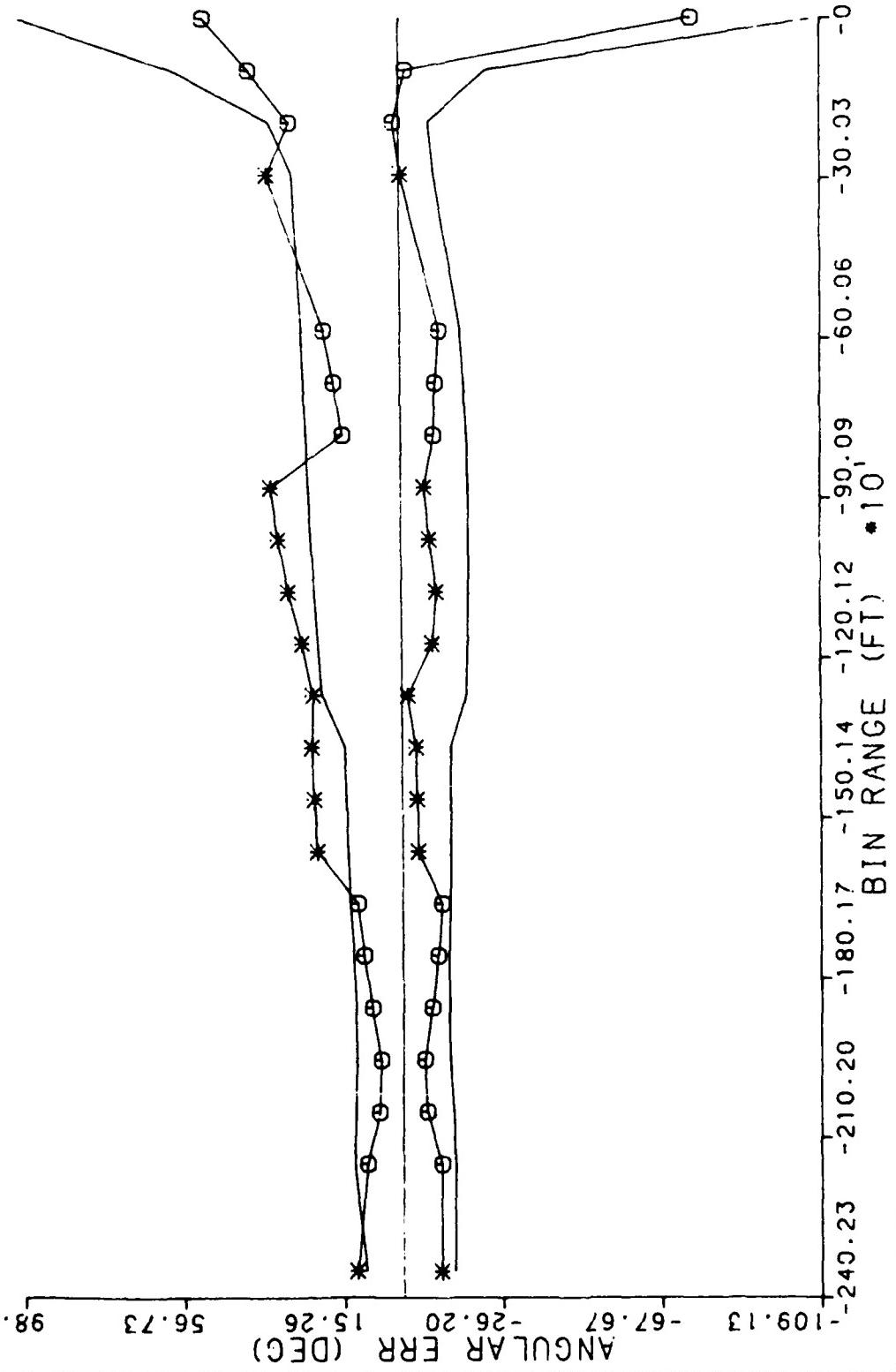
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
ANGULAR ERROR (DEC) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

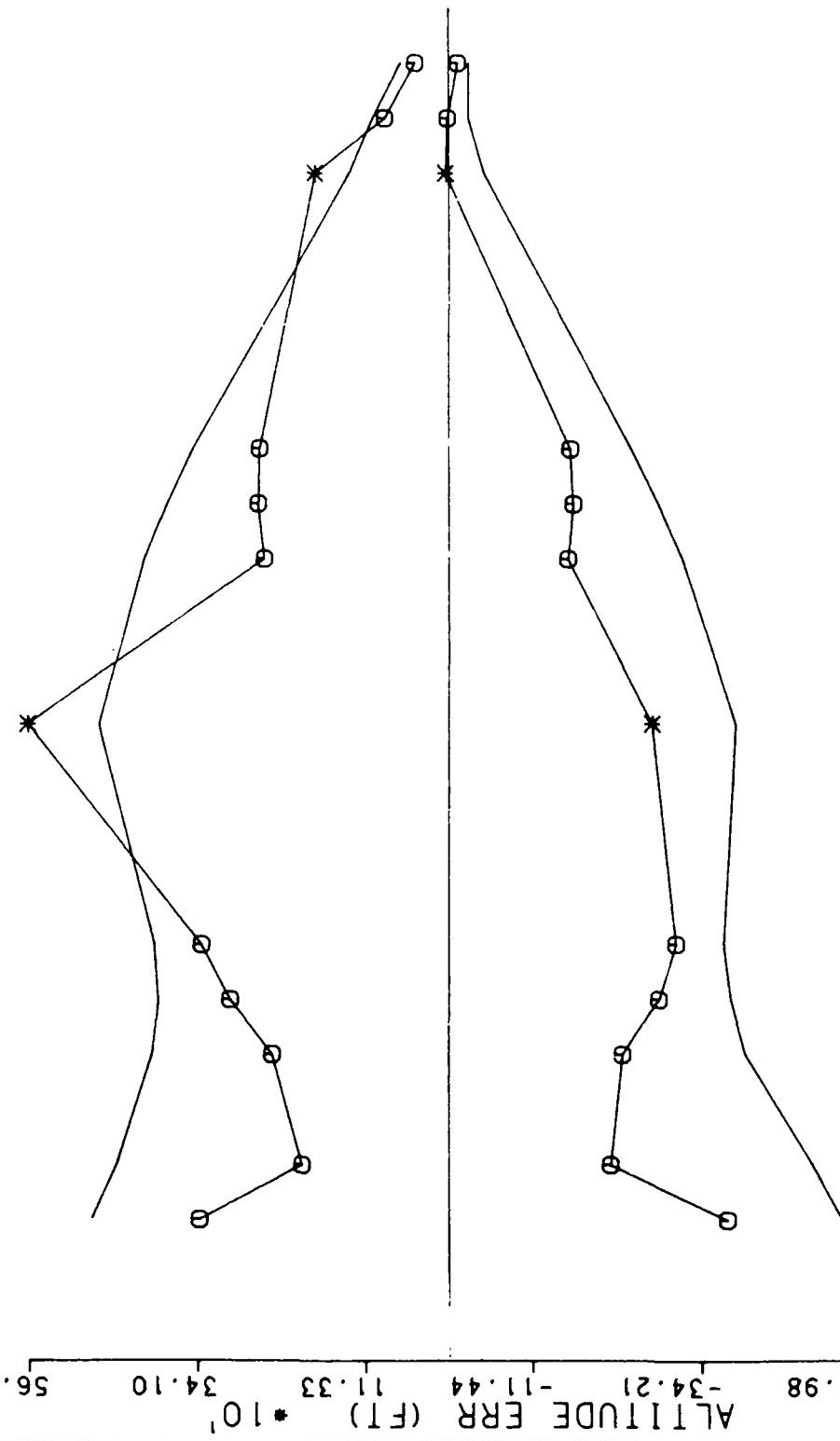
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

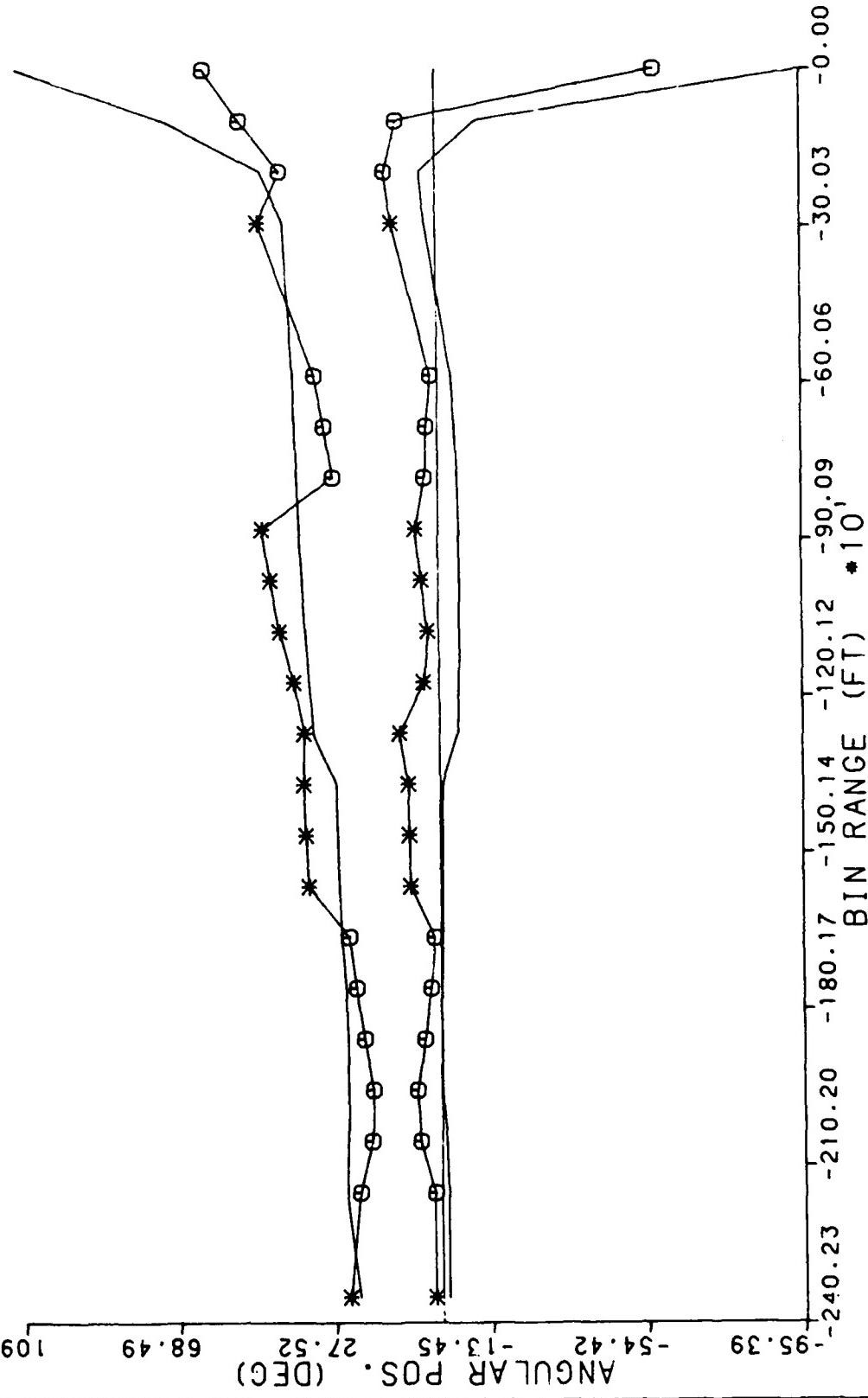
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 $\ominus$  INDICATES BETA DISTRIBUTION RANGE LIMIT  
 $\rightarrow$  INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

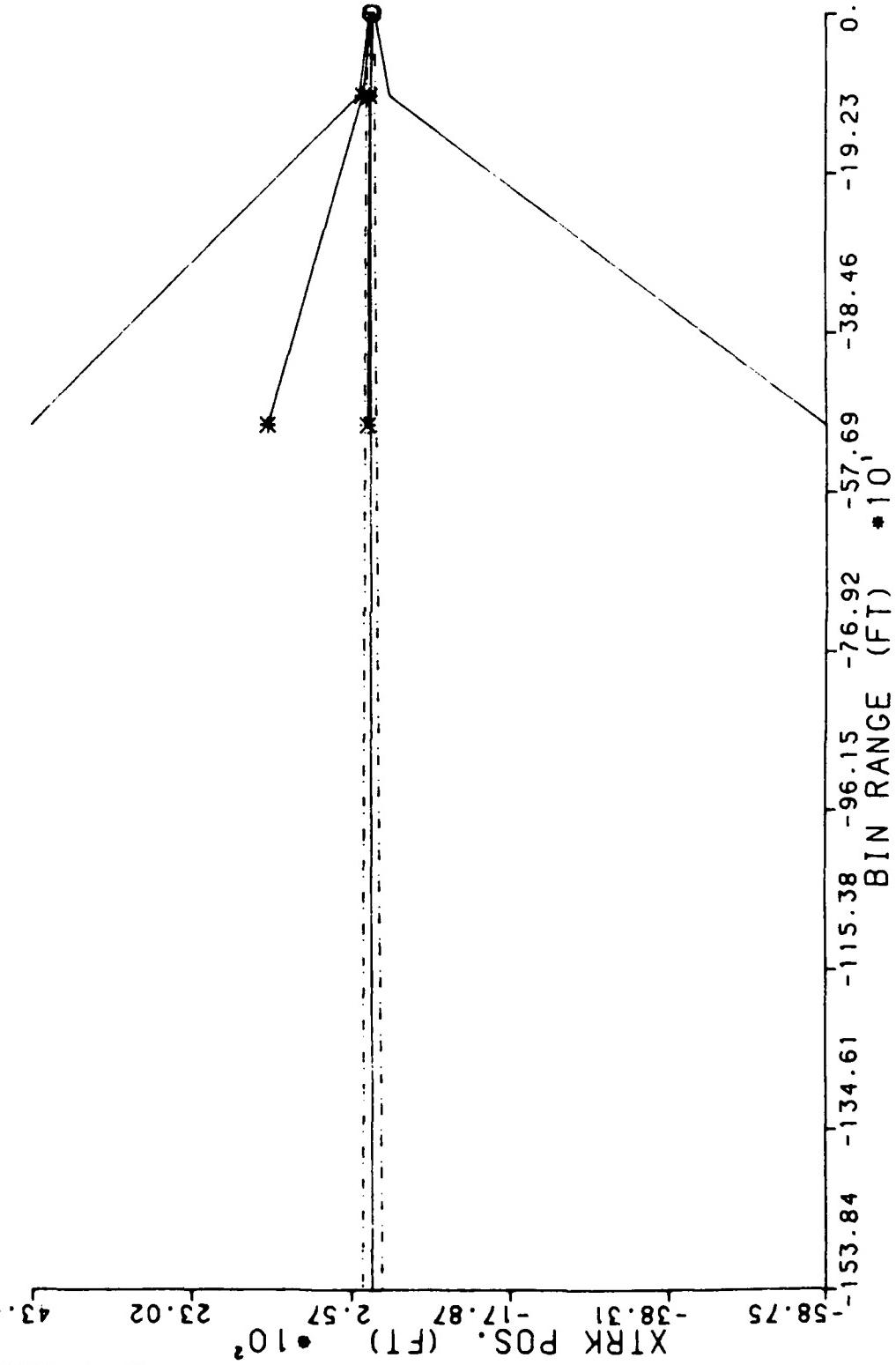
$*$  INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

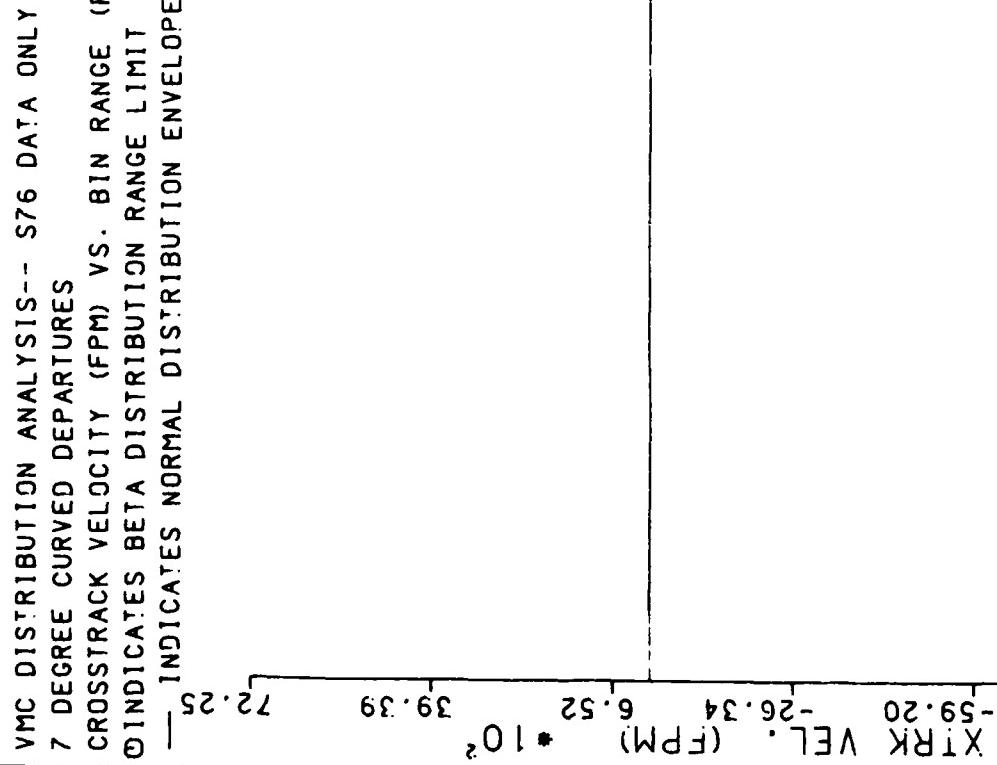


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

-153.84 -134.61 -115.38 -96.15 -76.92 -57.69 -38.46 \*10  
-50.20 -21.73 6.73 \*10<sup>4</sup> 35.19 63.66 92.12  
BIN RANGE (FT)



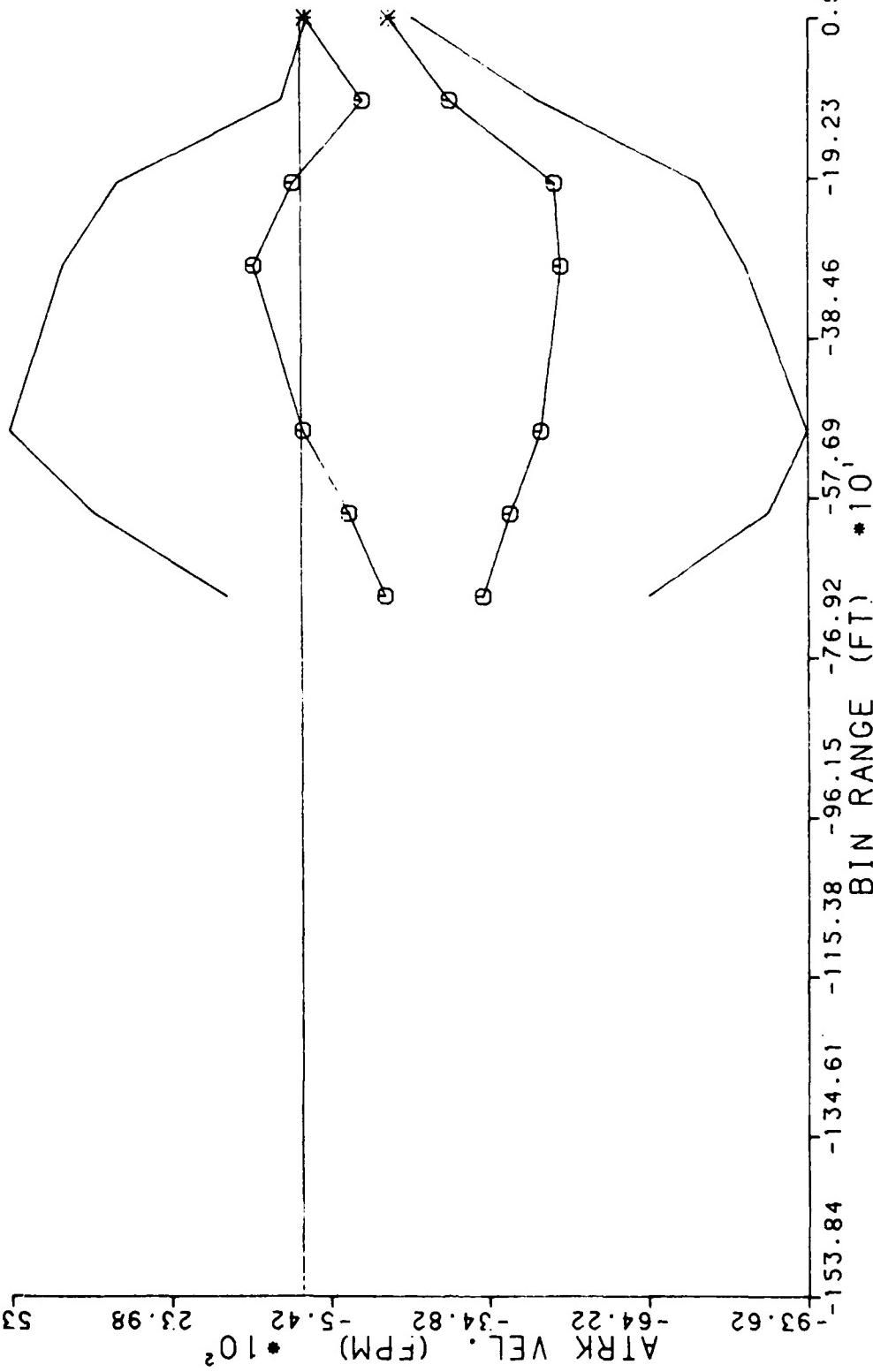
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08333

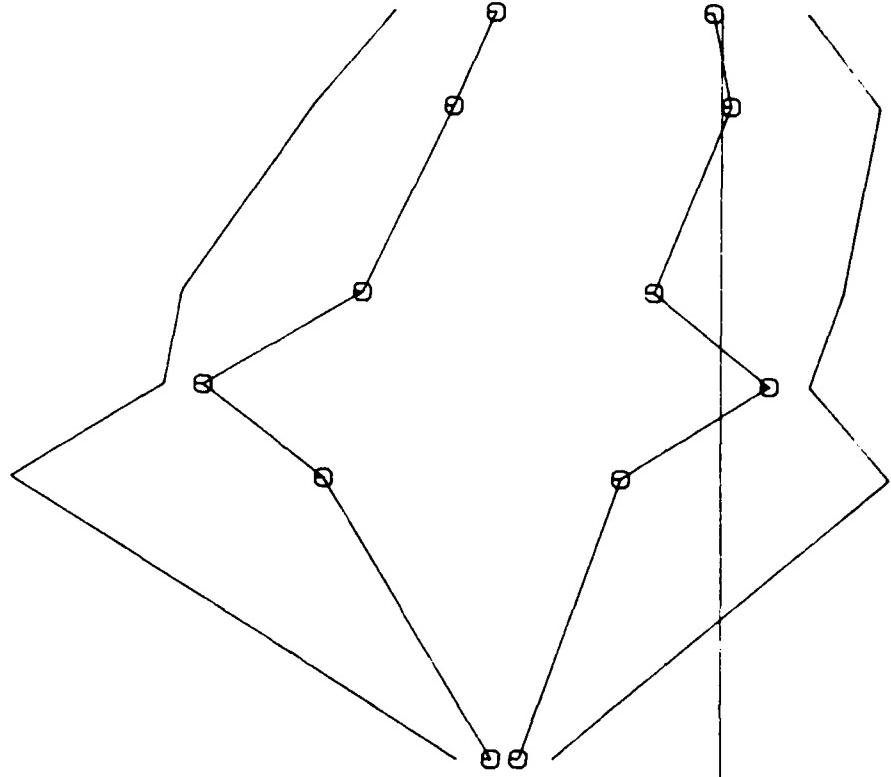
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
\*INDICATES BETA DISTRIBUTION RANGE LIMIT  
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



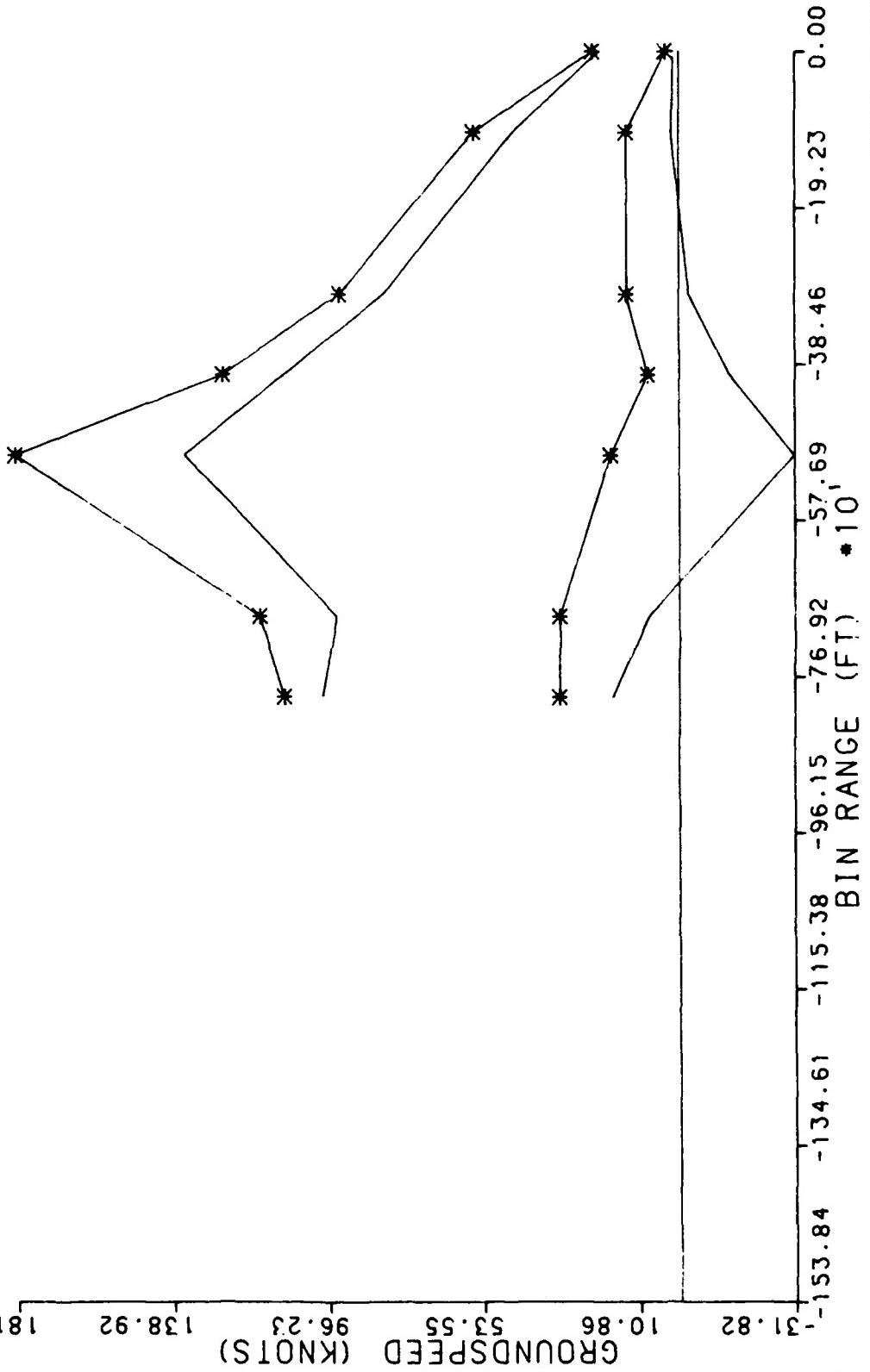
VERT VEL. (FPM) \* 10<sup>-1</sup>

-153.84 -134.61 -115.38 -96.15 -76.92 -57.69 -38.46 -19.23 0.00  
BIN RANGE (FT) \* 10<sup>-1</sup>

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

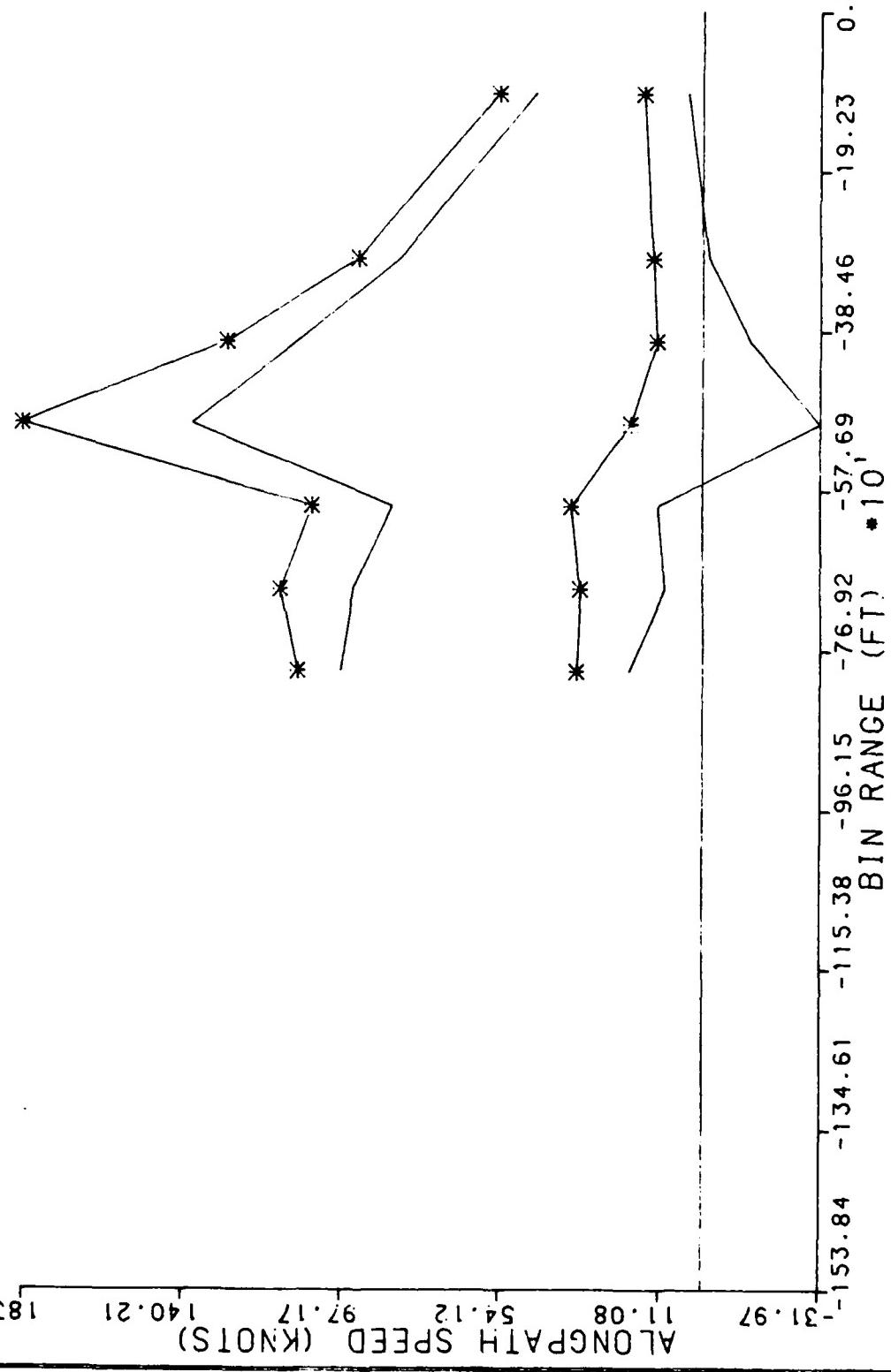
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

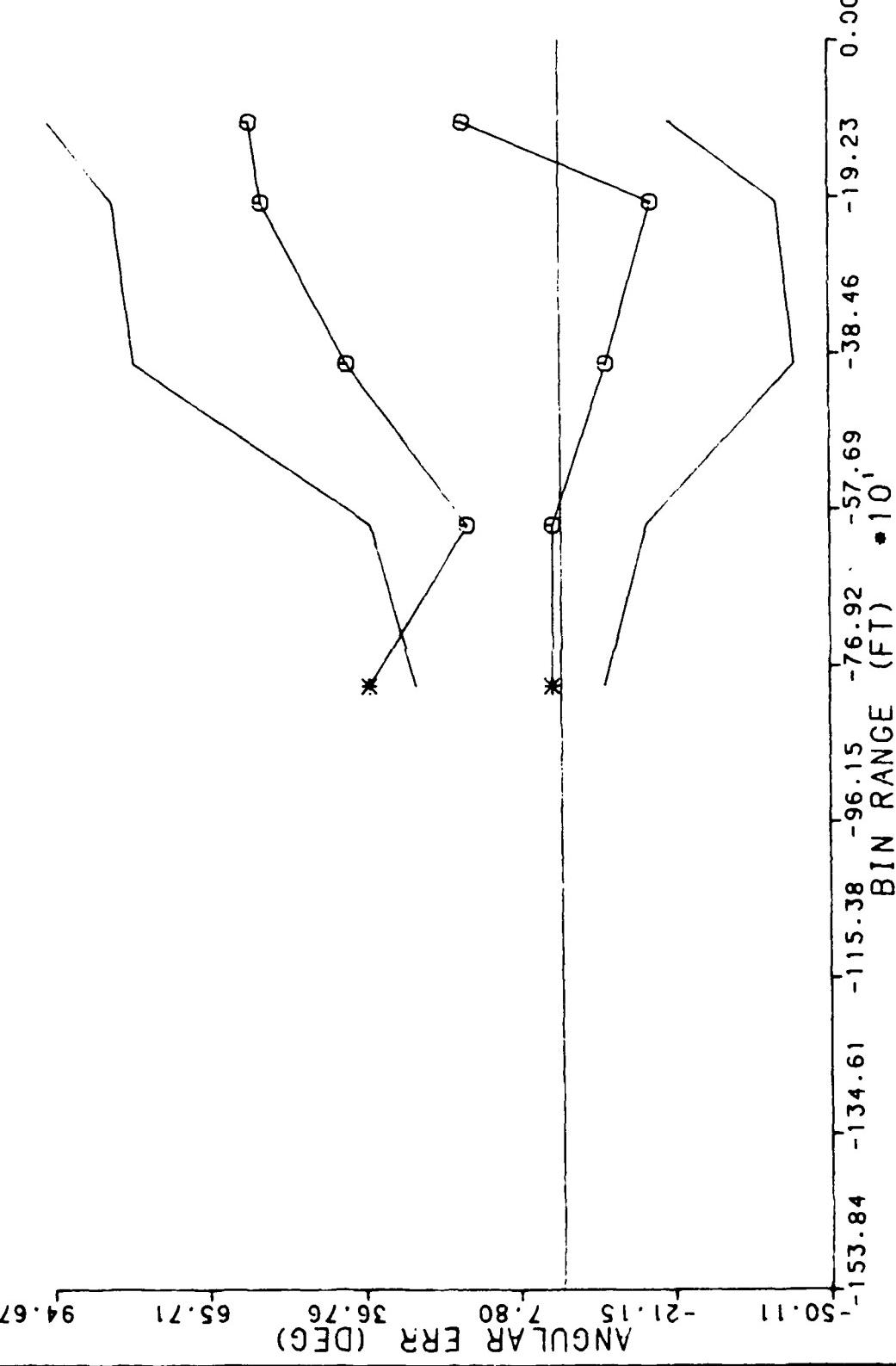
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

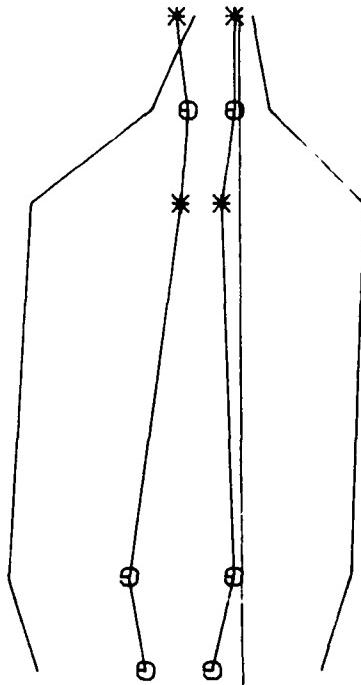


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

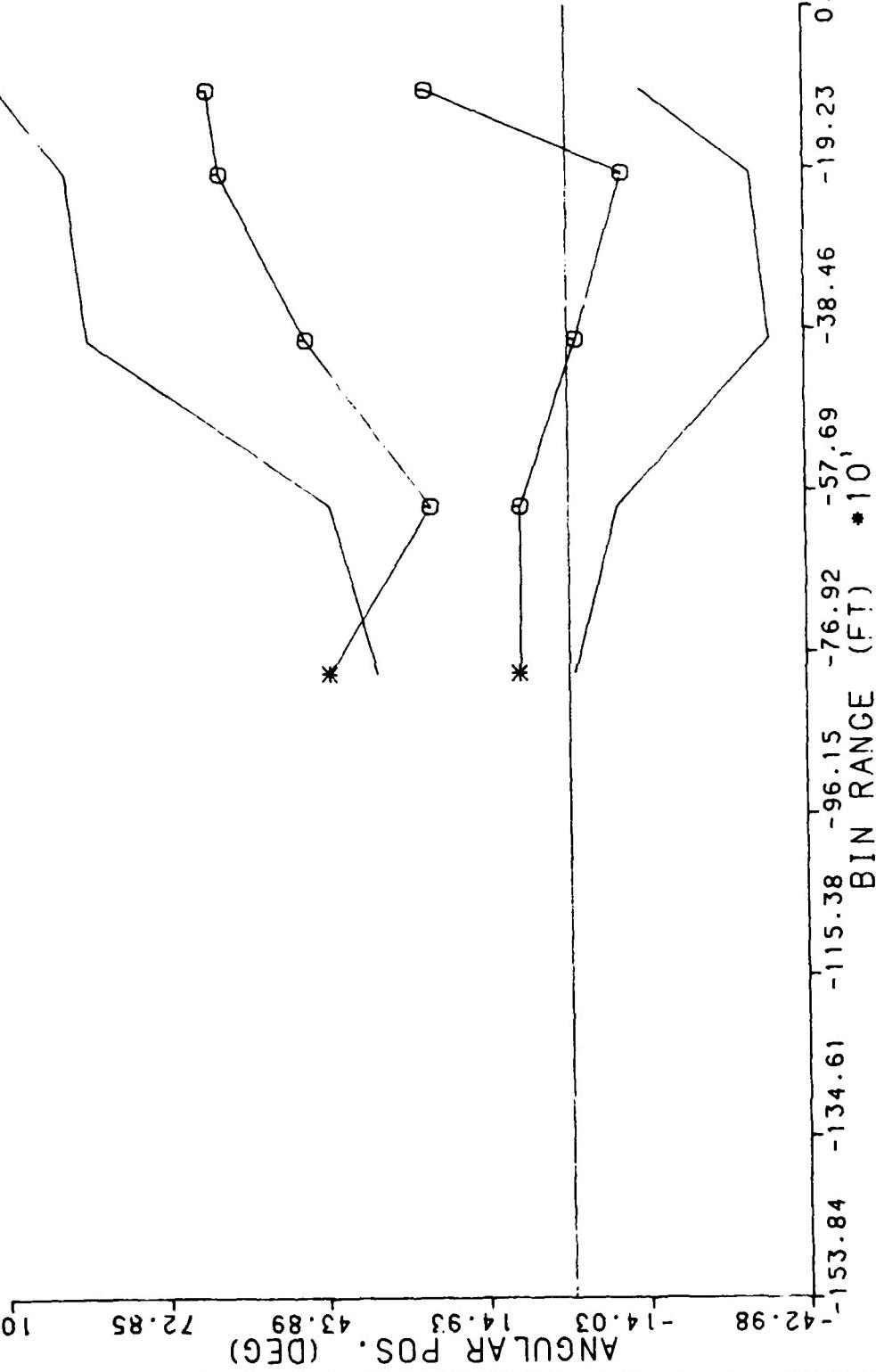
-55.77 -27.31 1.15 \*10<sup>3</sup> 29.62 58.08 86.54  
ALTITUDE ERR (FT)



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAIR TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

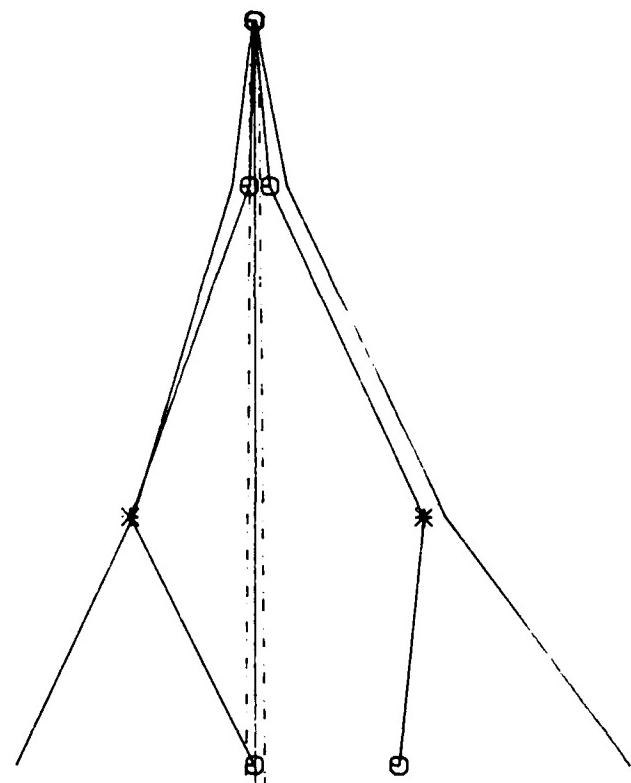
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403  
--- INDICATES FAA APPROACH SURFACE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

XTRK POS. (FT) \* 10<sup>2</sup>  
-63.33 -42.03 -20.73 0.57 21.87 43.17

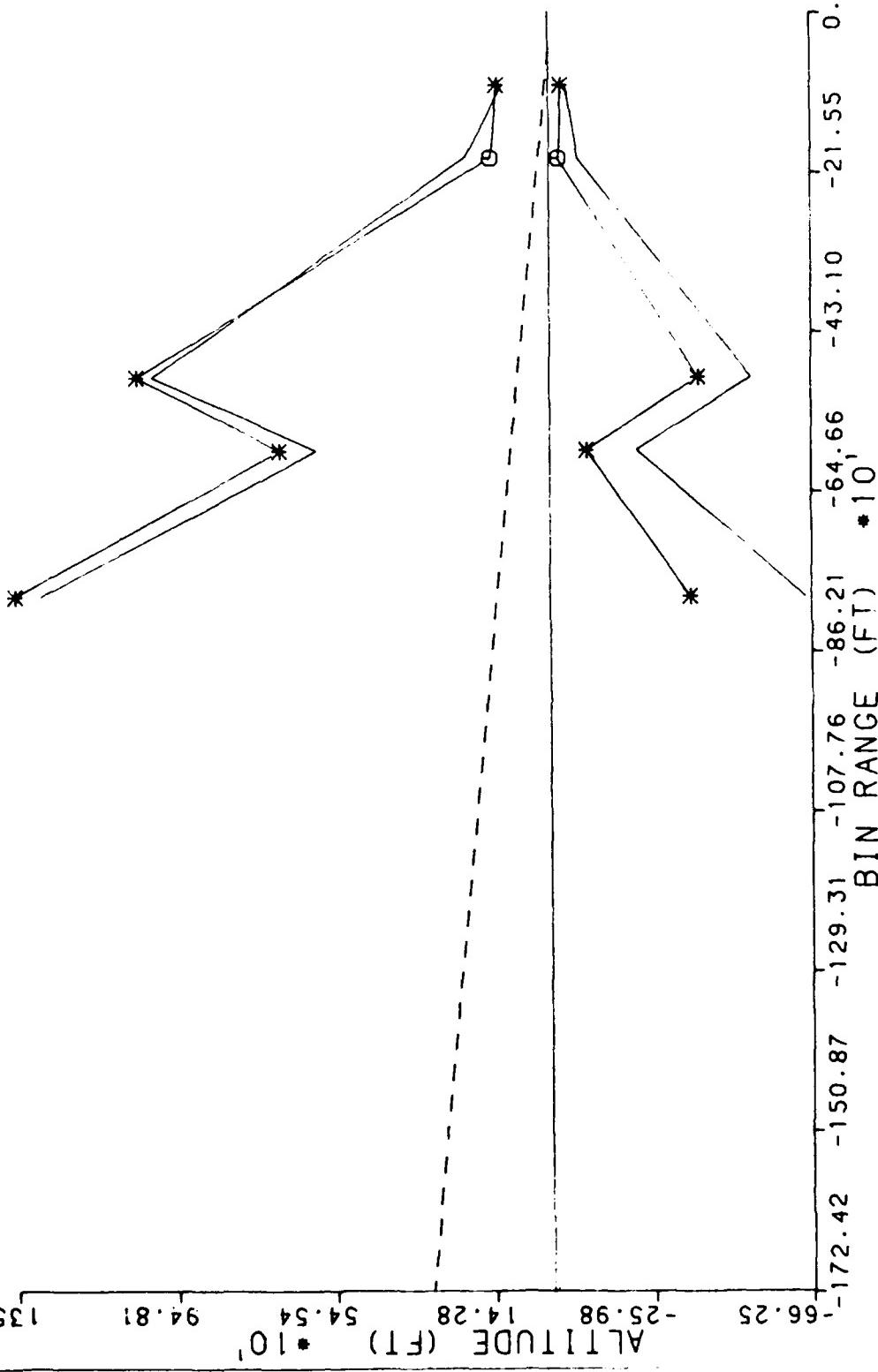


-172.42	-150.87	-129.31	-107.76	-86.21	-64.66	-43.10	-21.55	0.00
BIN RANGE (FT)				* 10 <sup>2</sup>				

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08433

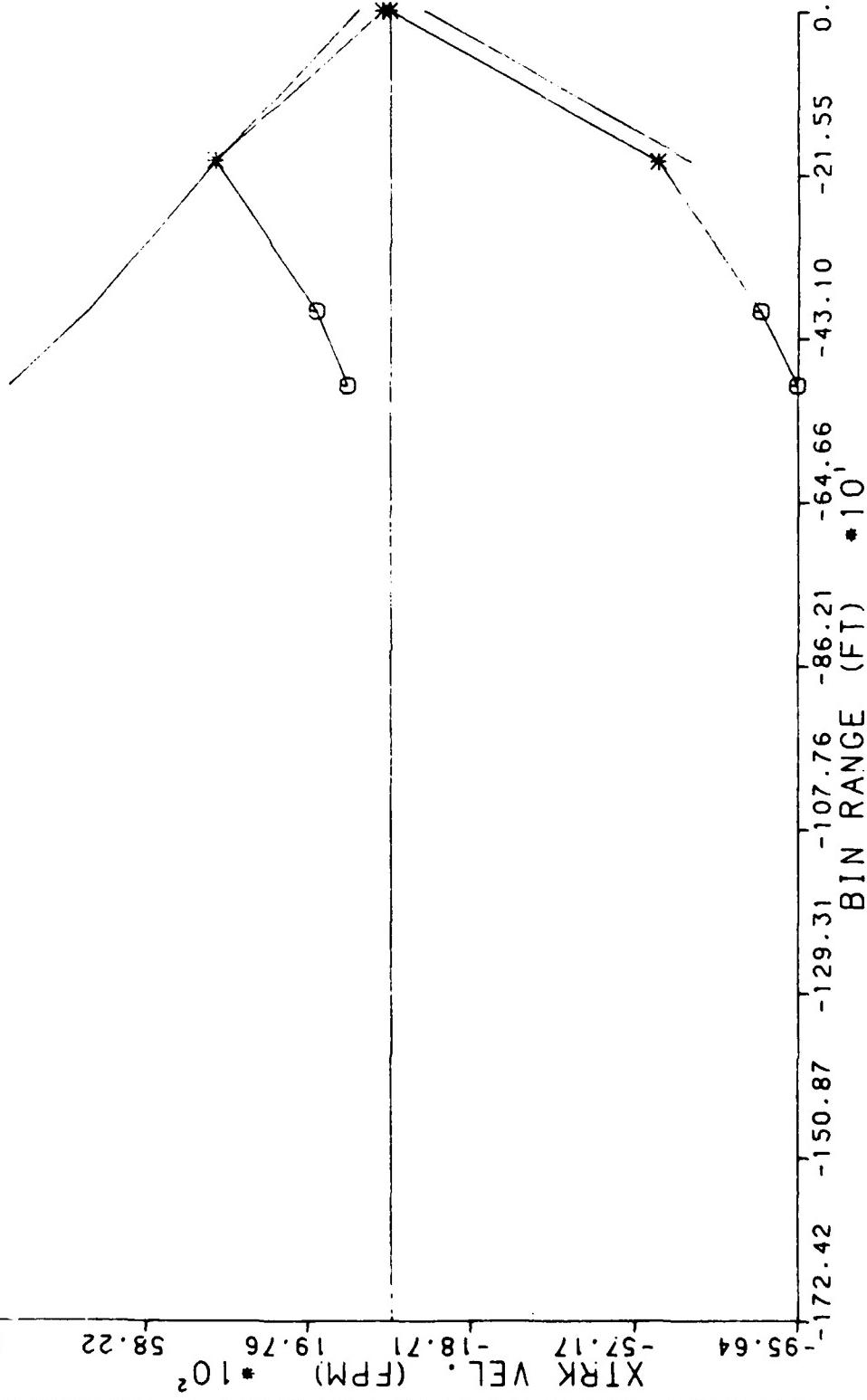
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

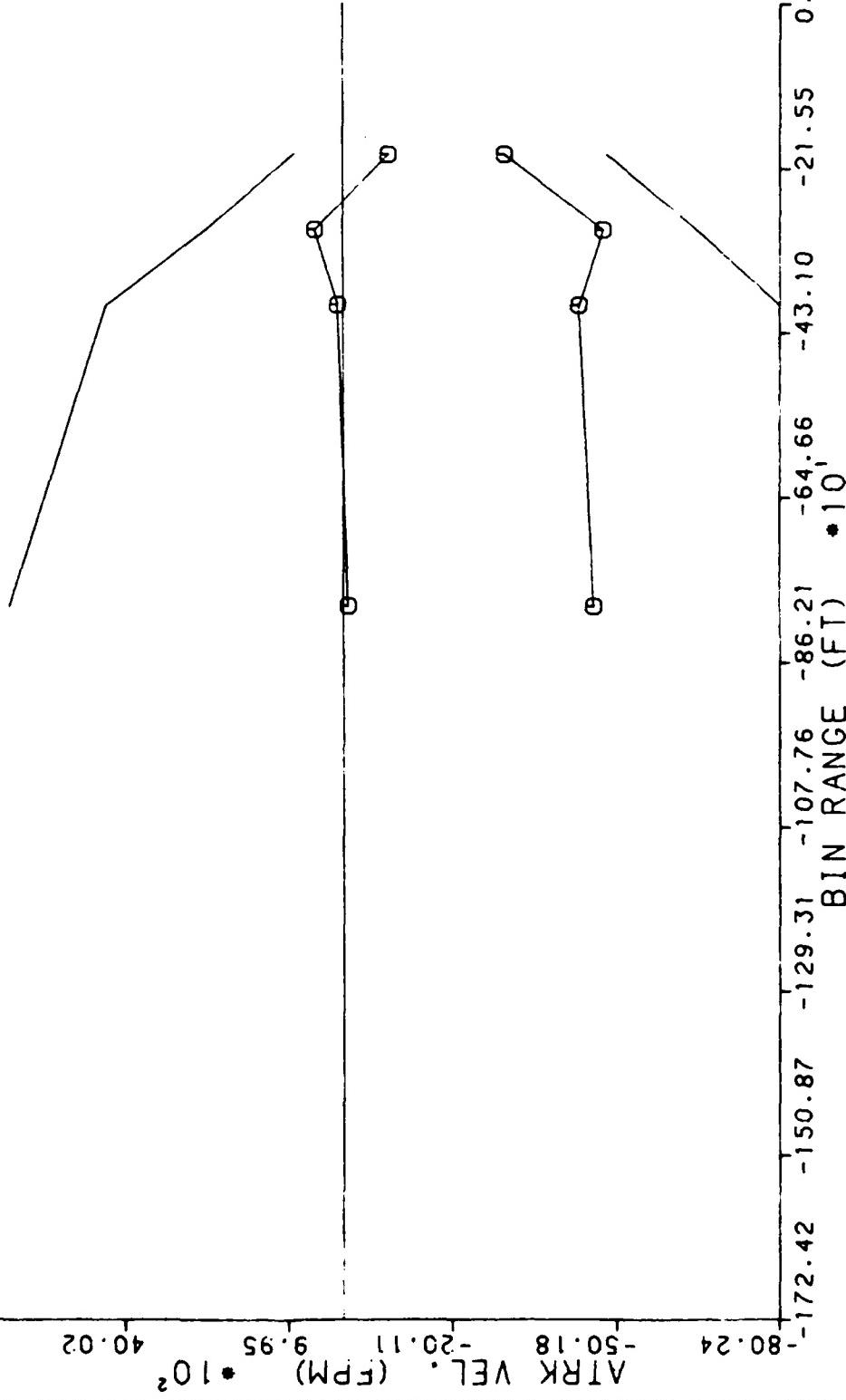
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
→ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

\*

VERT VEL. (FPM) \* 10<sup>4</sup>

-125.19 -28.76 67.67 164.10 260.53 356.9

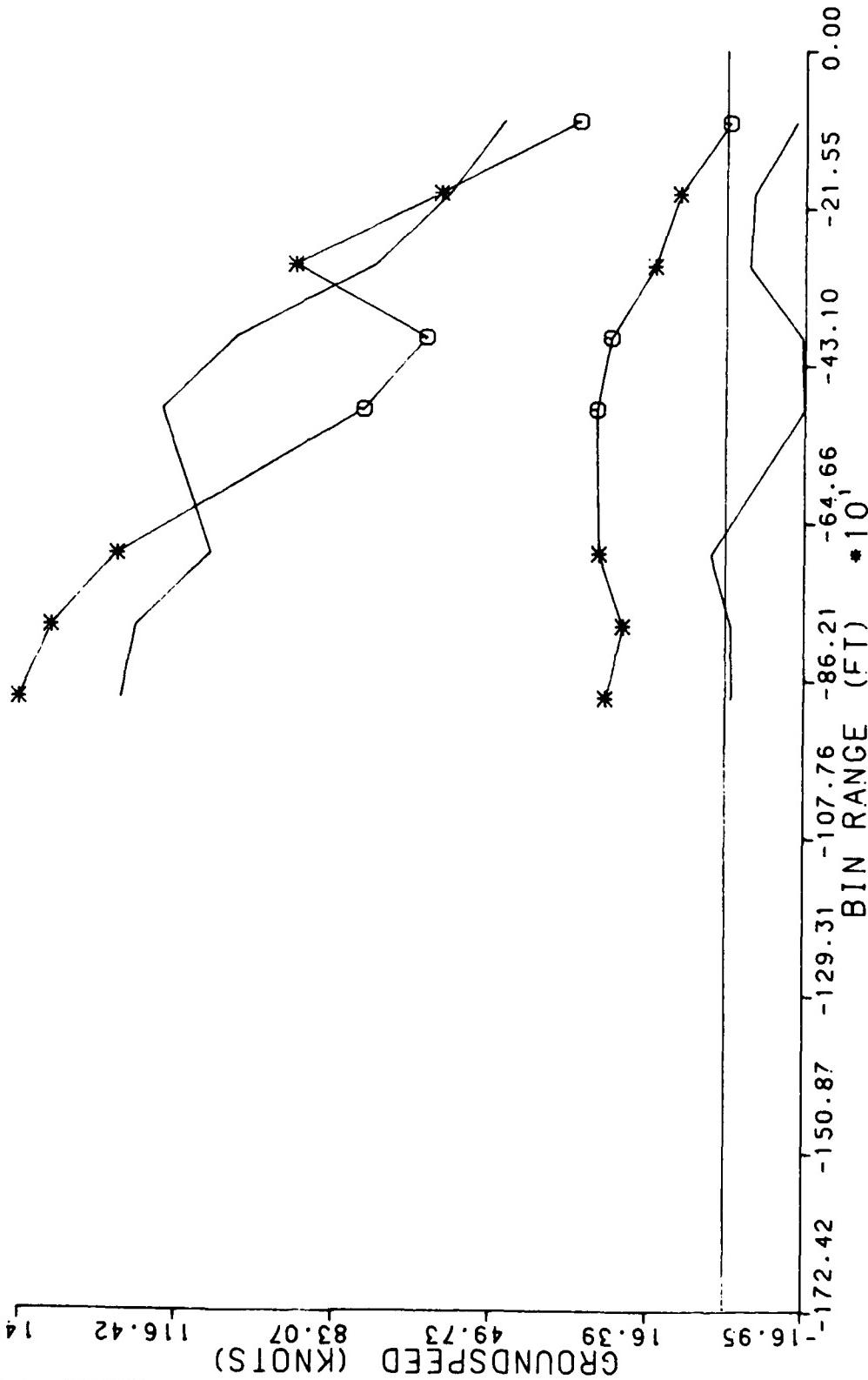
-172.42 -150.87 -129.31 -107.76 -86.21 -64.66 -43.10 -21.55 0.00  
BIN RANGE (FT) \* 10<sup>4</sup>

\*

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

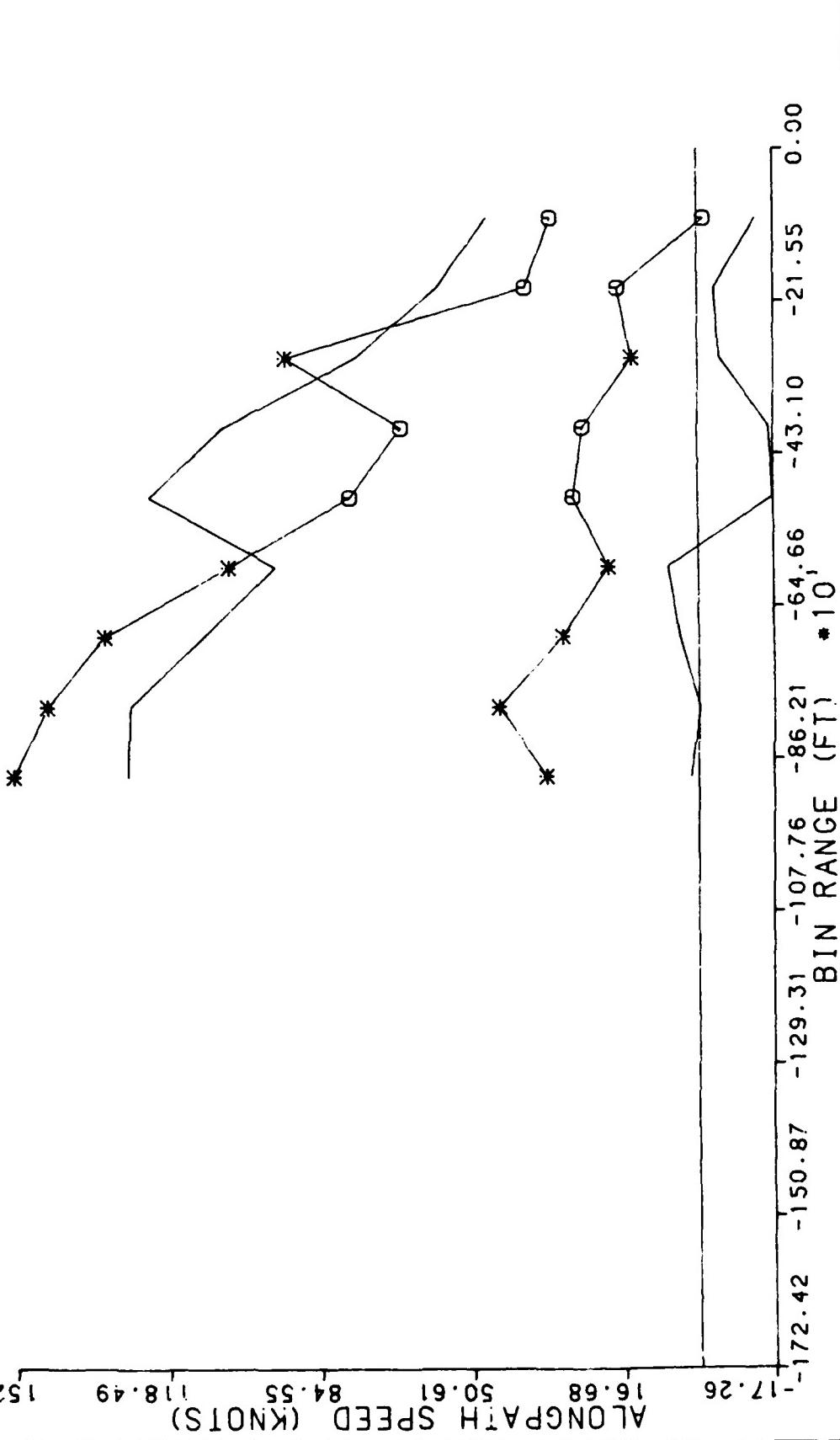
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ Q4193



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

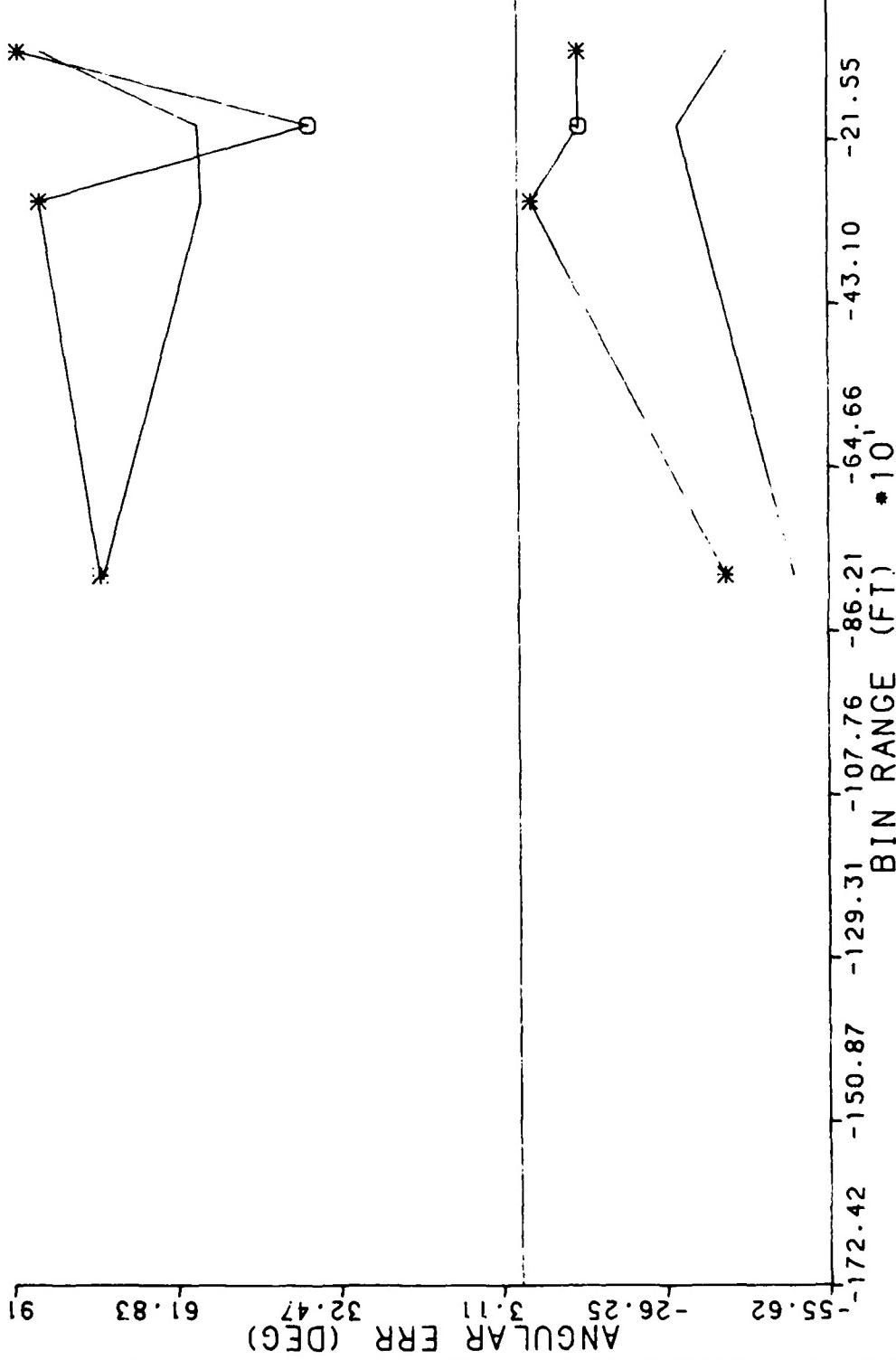
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 Ⓢ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

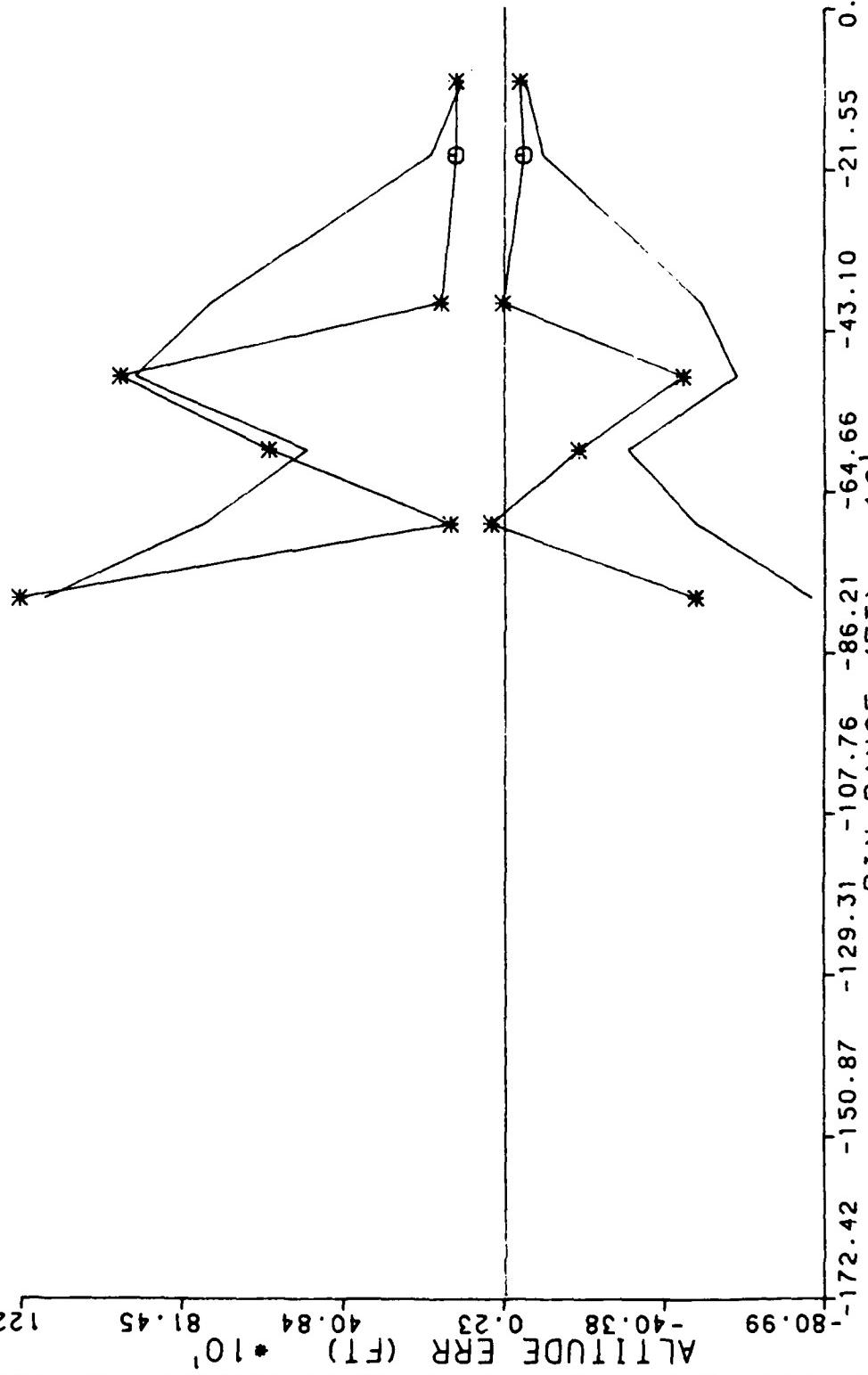
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 -O- INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

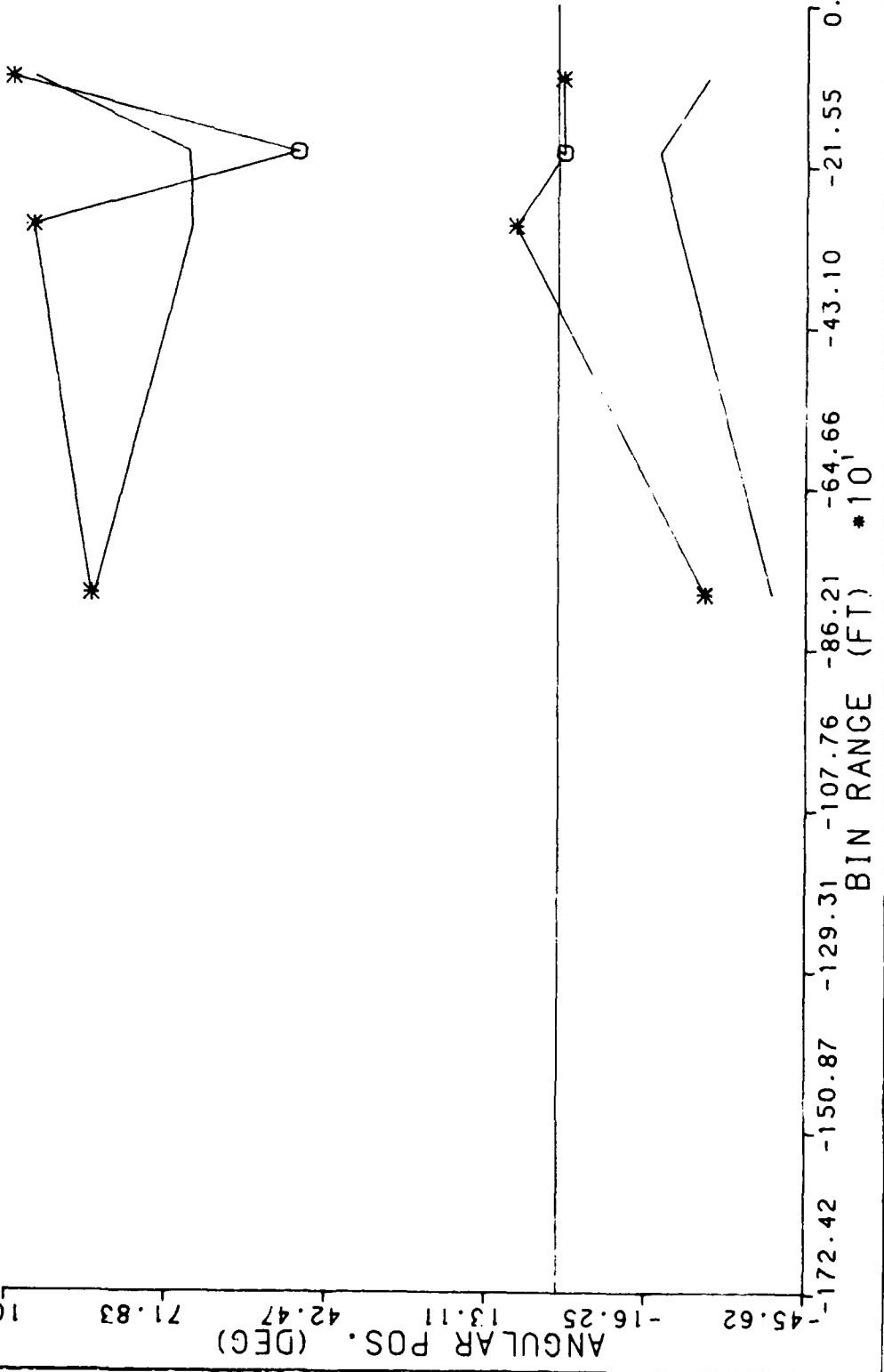


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
Φ INDICATES BETA DISTRIBUTION RANGE LIMIT  
Ω INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY PAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

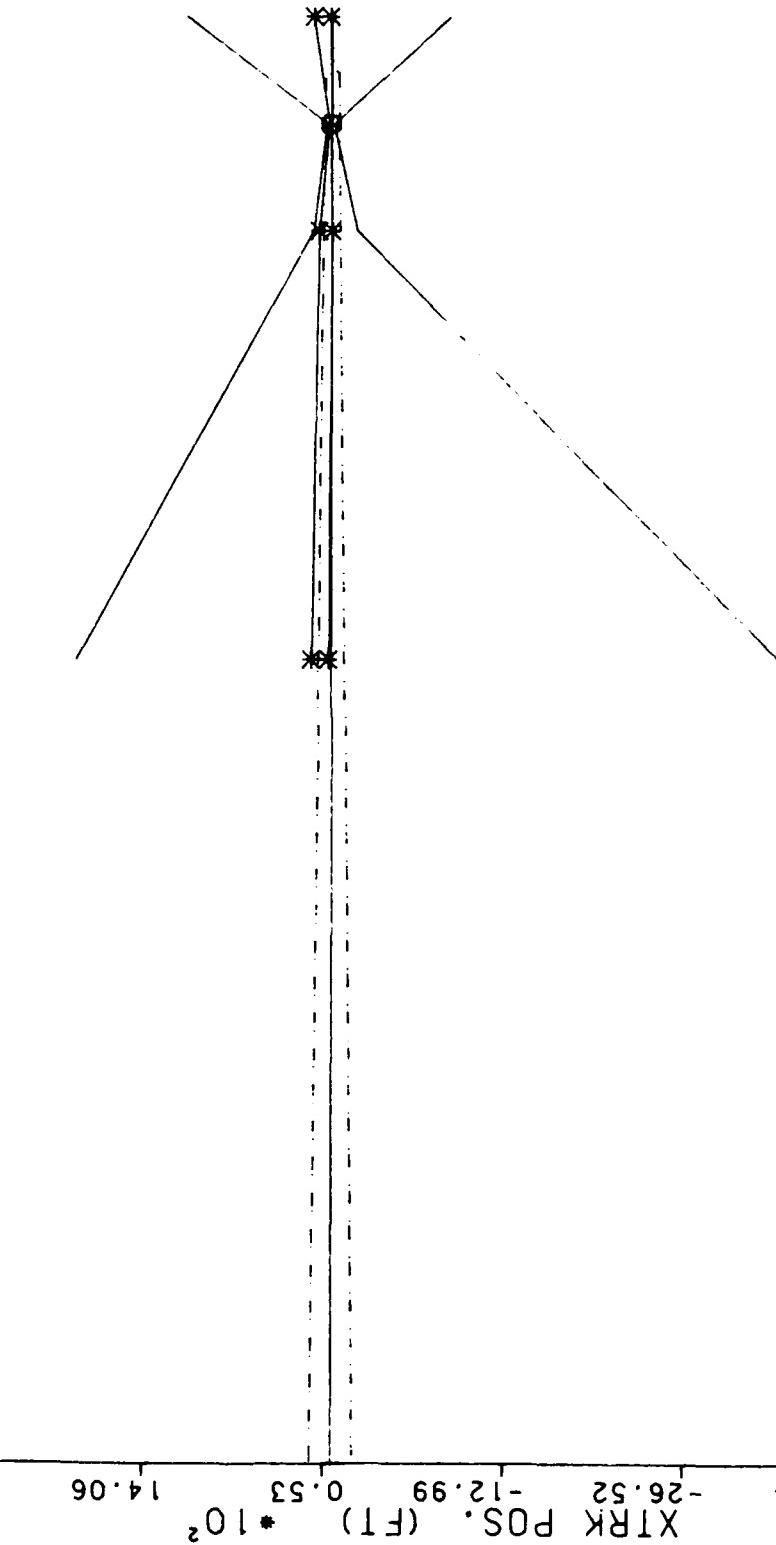
-45.62 -16.25 13.11 42.47 71.83  
ANGULAR POS. (DEG)



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - - INDICATES FAA APPROACH SURFACE  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

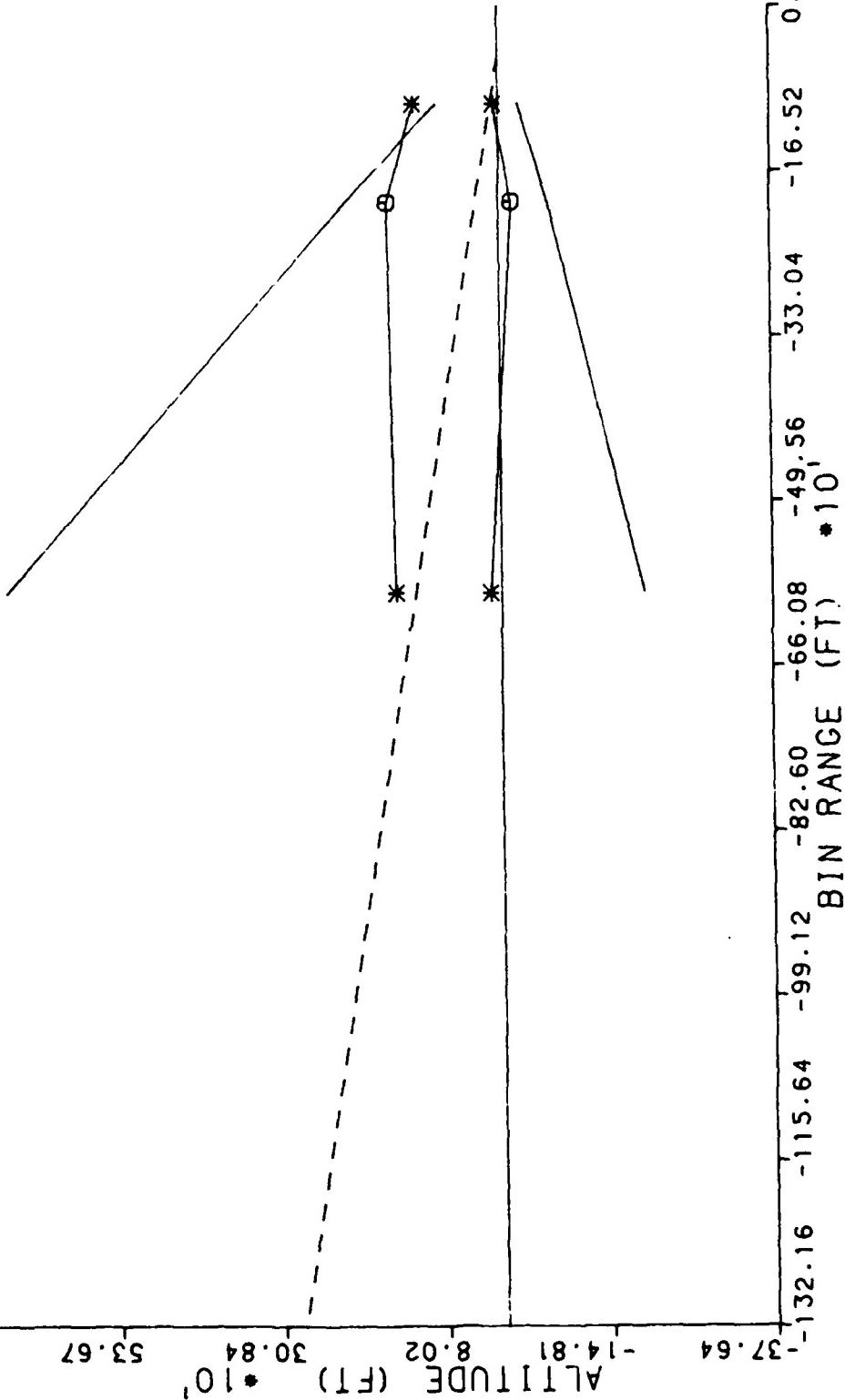
59  
— INDICATES NORMAL DISTRIBUTION ENVELOPE  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

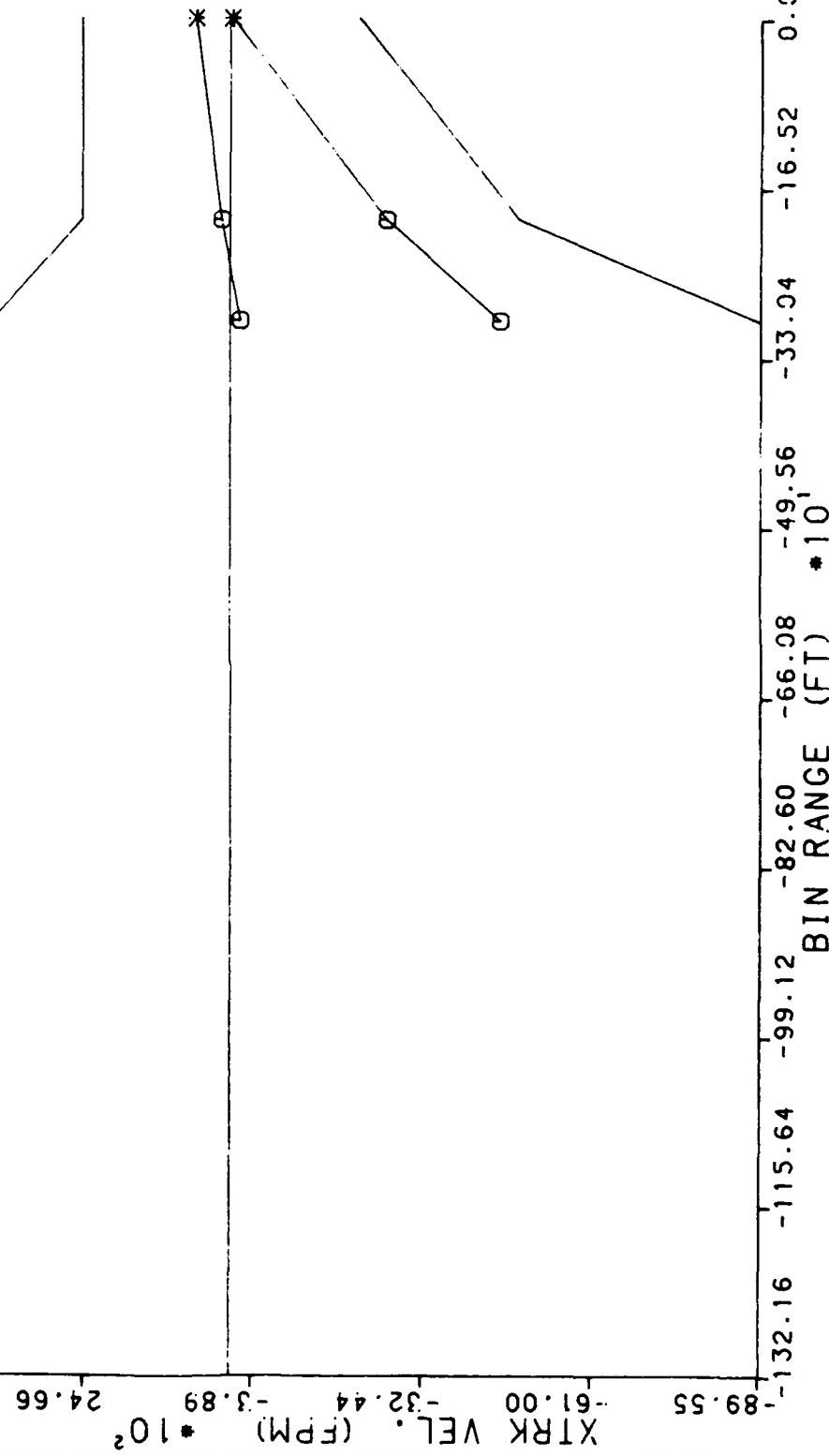
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT NJ 08405

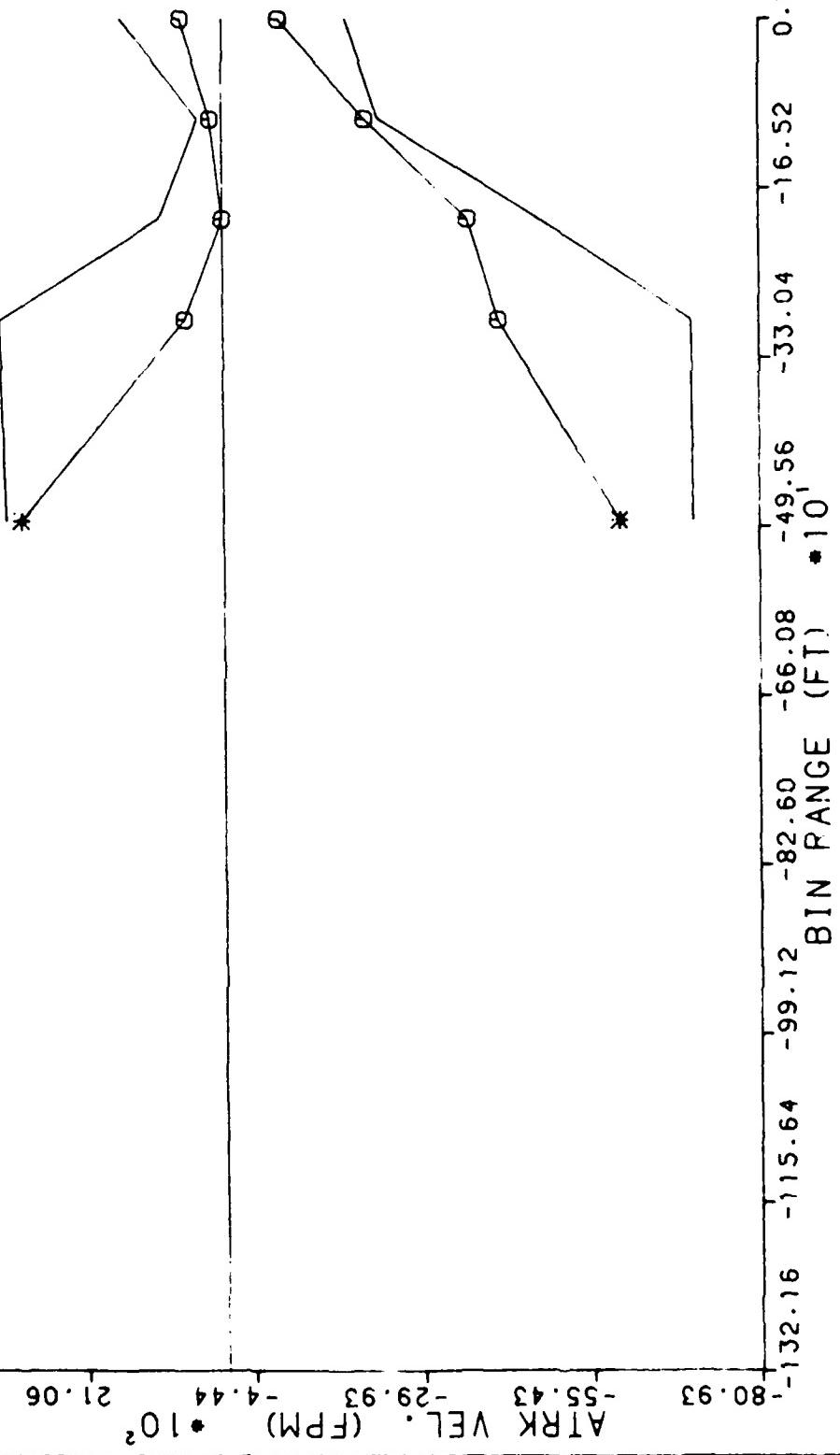
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

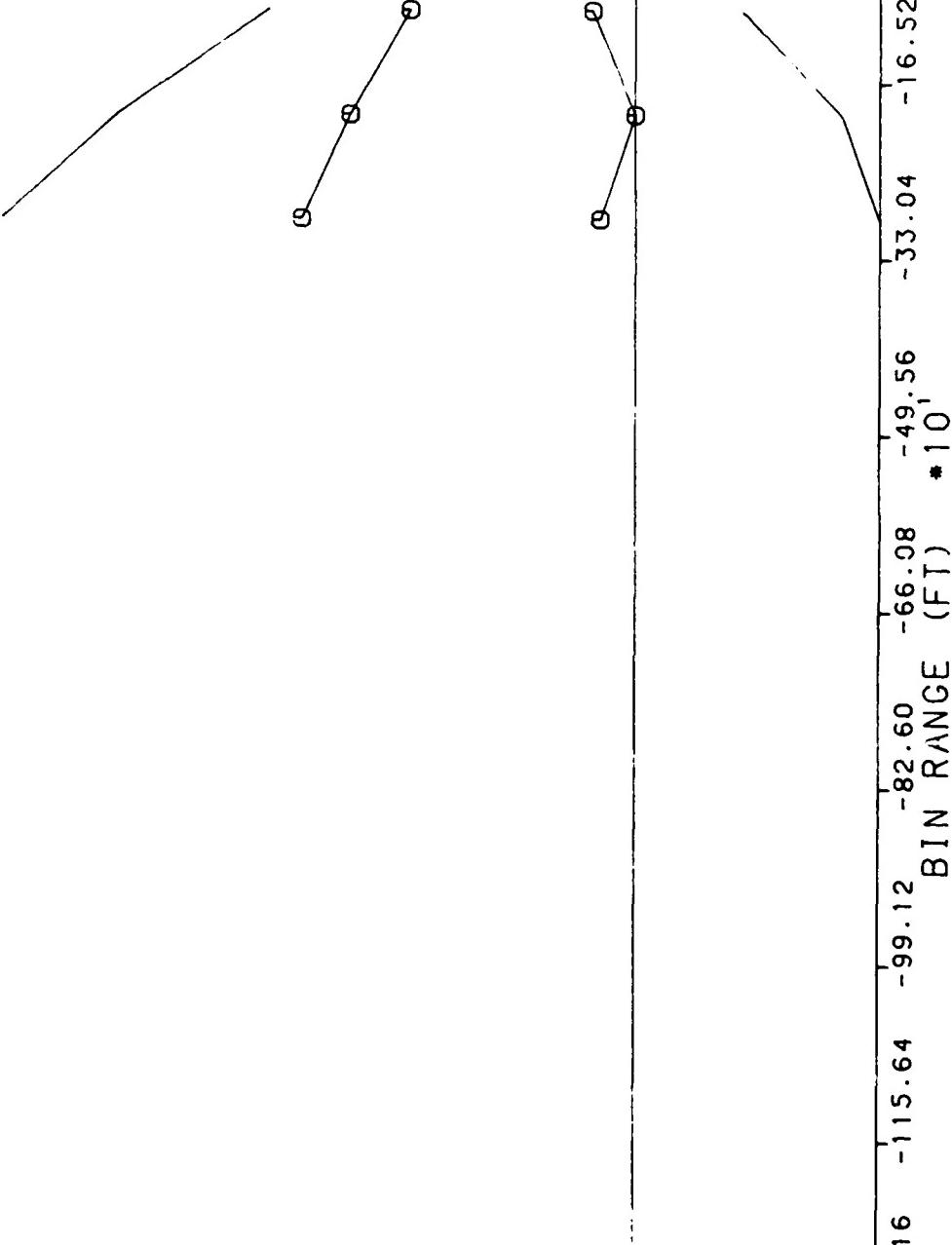


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

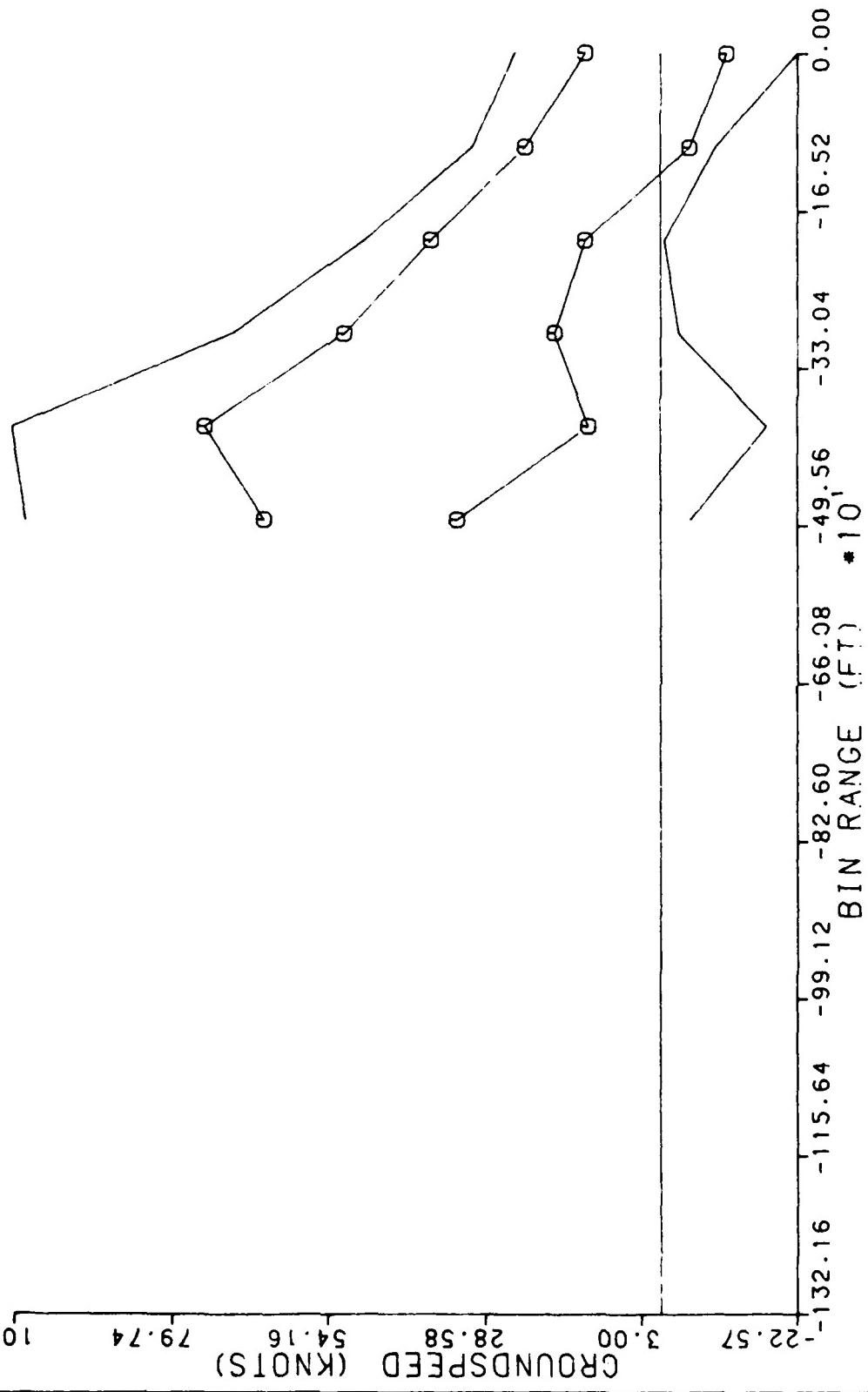
VERT VEL. (FPM) \* 10<sup>4</sup>  
-104.33 -29.89 44.55 118.99 193.43 267.86  
-132.16 -115.64 -99.12 -82.60 -66.08 -49.56 -33.04 -16.52 0.00



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

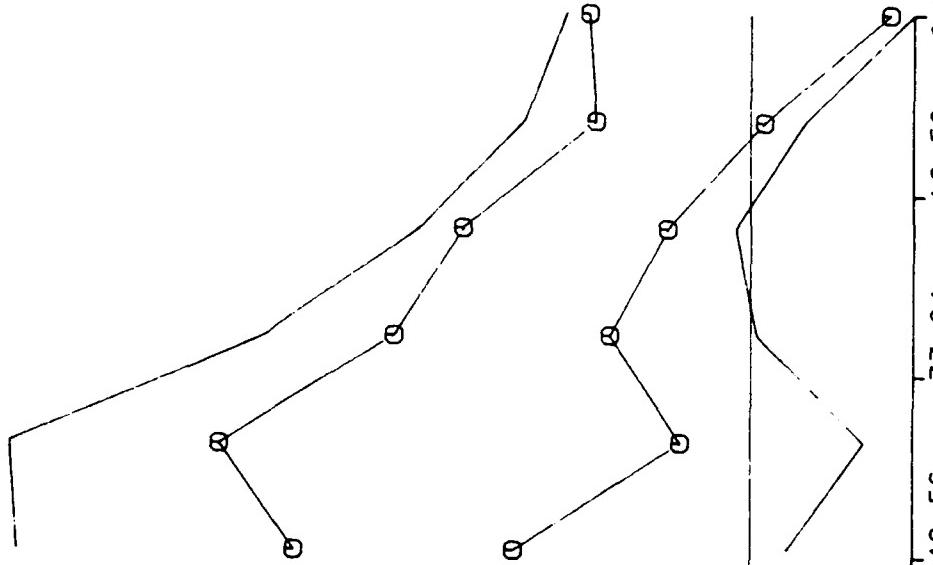


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999% PROBABILITY

-132.16 -115.64 -99.12 -82.60 -66.08 -49.56 -33.04 -16.52 0.00  
BIN RANGE (FT) \* 10<sup>4</sup>

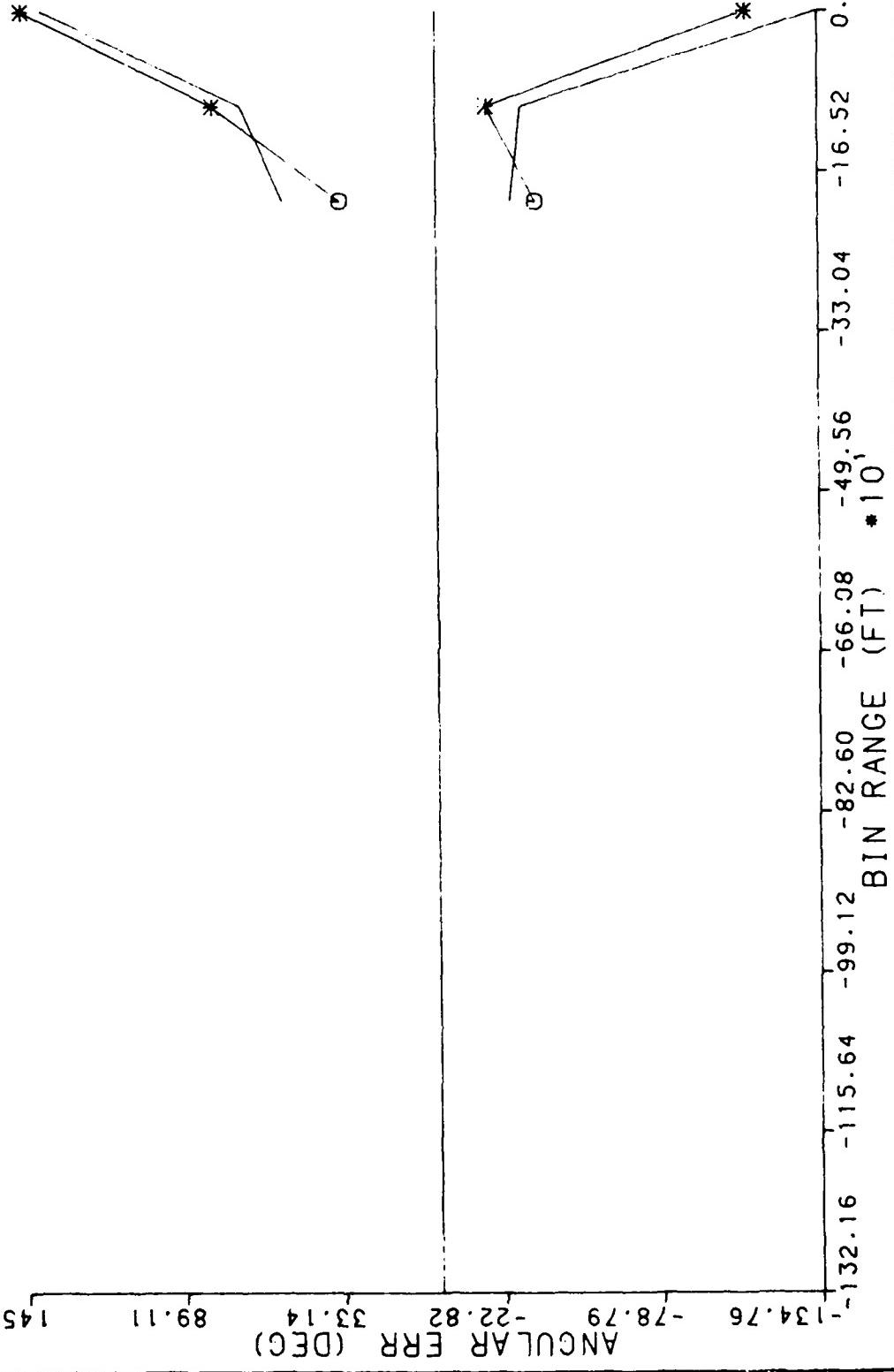


VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAIR TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

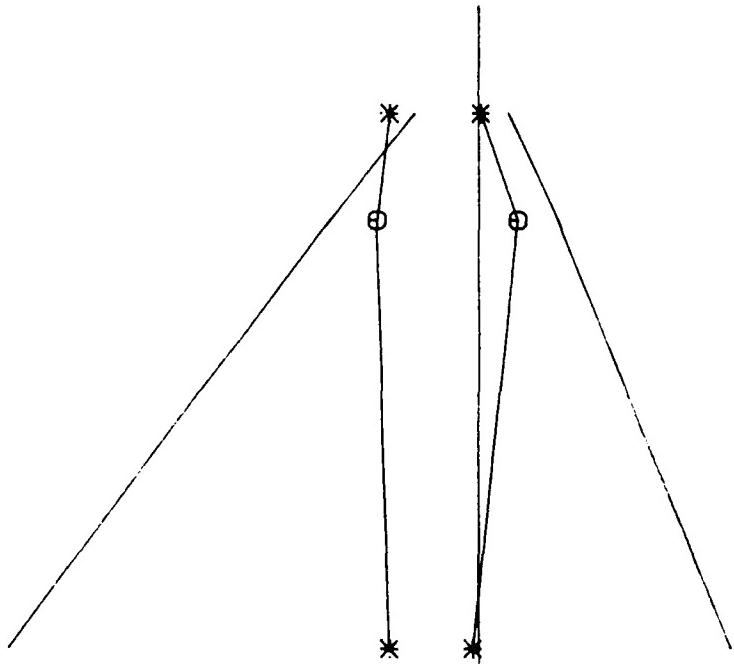
ANGULAR ERR (DEG)	BIN RANGE (FT)
-134.76	-78.79
-115.64	-22.82
-99.12	33.14
-82.60	89.11
-66.98	145.0
-49.56	*
-33.04	10
-16.52	*
0.00	



VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

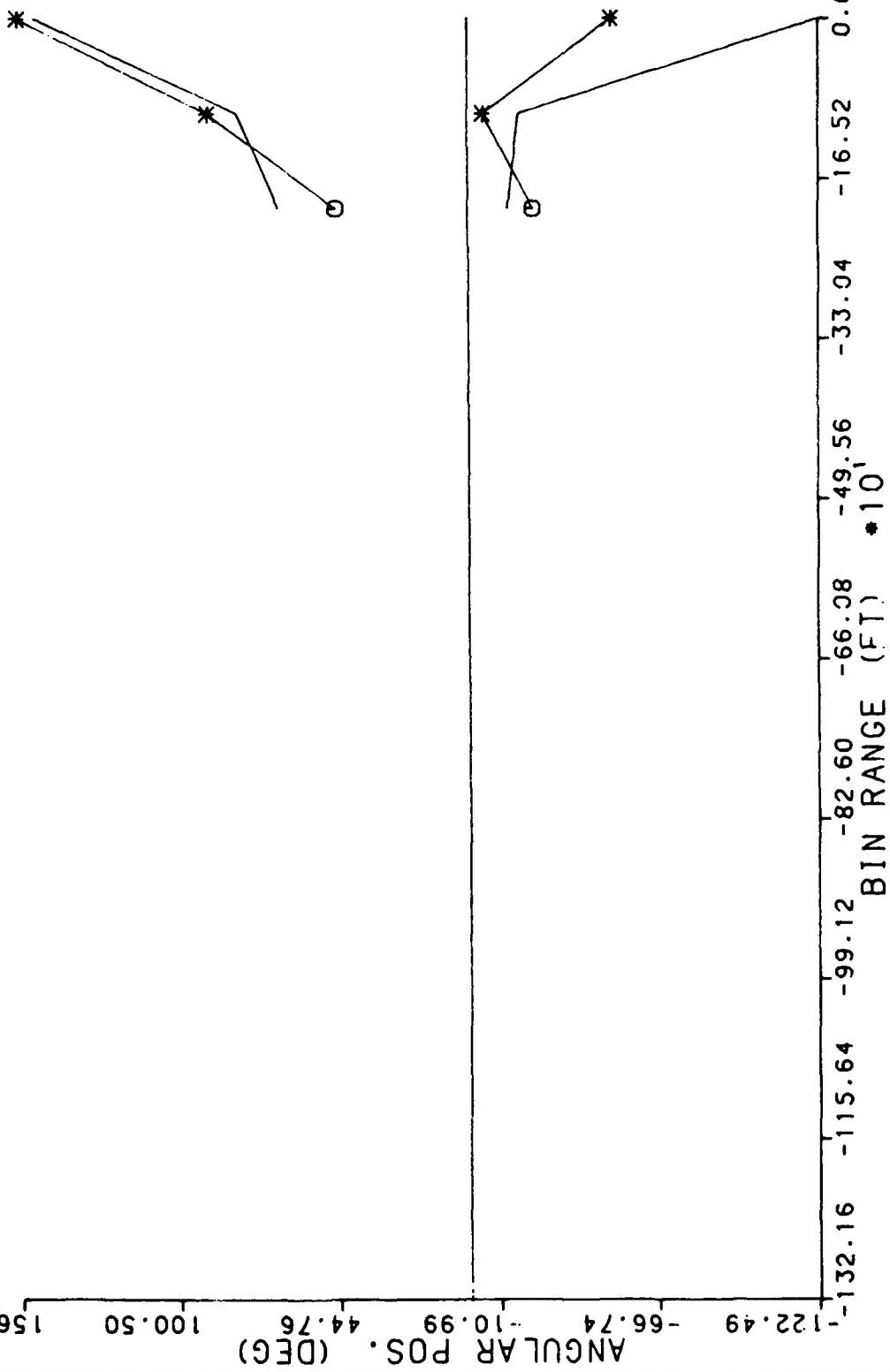


ALTITUDE ERR (FT) \* 10<sup>-1</sup>  
-43.07 -21.03 1.02 23.07 45.12  
-132.16 -115.64 -99.12 -82.60 -66.08 -49.56 -33.04 -16.52 0.00

VMC DISTRIBUTION ANALYSIS-- S76 DATA ONLY  
 12 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 -> INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



APPENDIX K

DISTRIBUTION COMPARISON PLOTS FOR OH-6 DATA

The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot, the order of the plots are explained here.

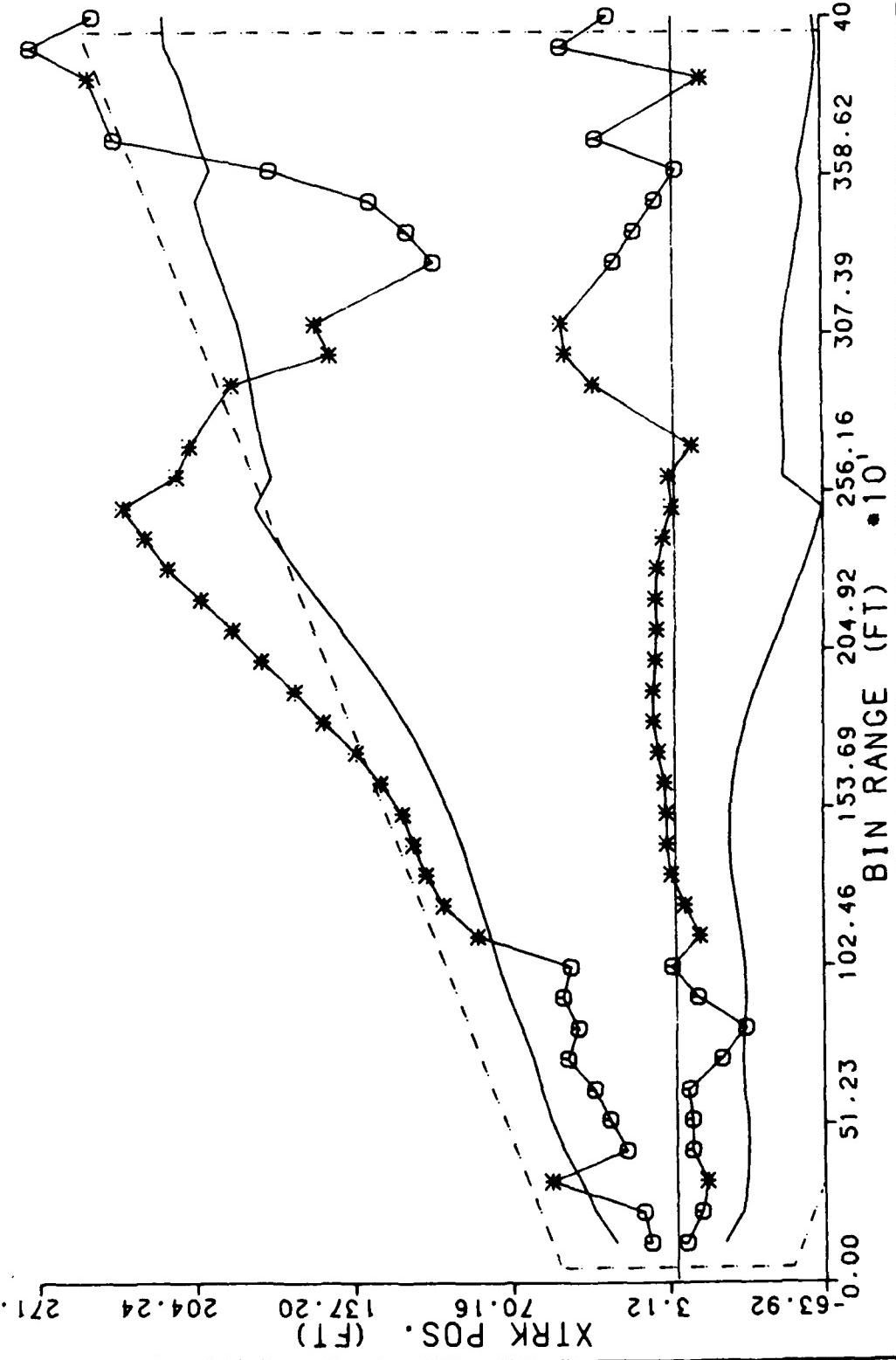
There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^\circ$ ,  $8.00^\circ$ , and  $10.00^\circ$  approaches. For departures they are:  $7.125^\circ$ ,  $10.00^\circ$ , and  $12.00^\circ$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

VMC DISTRIBUTION ANALYSIS-- OM6 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
● INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NO 06405

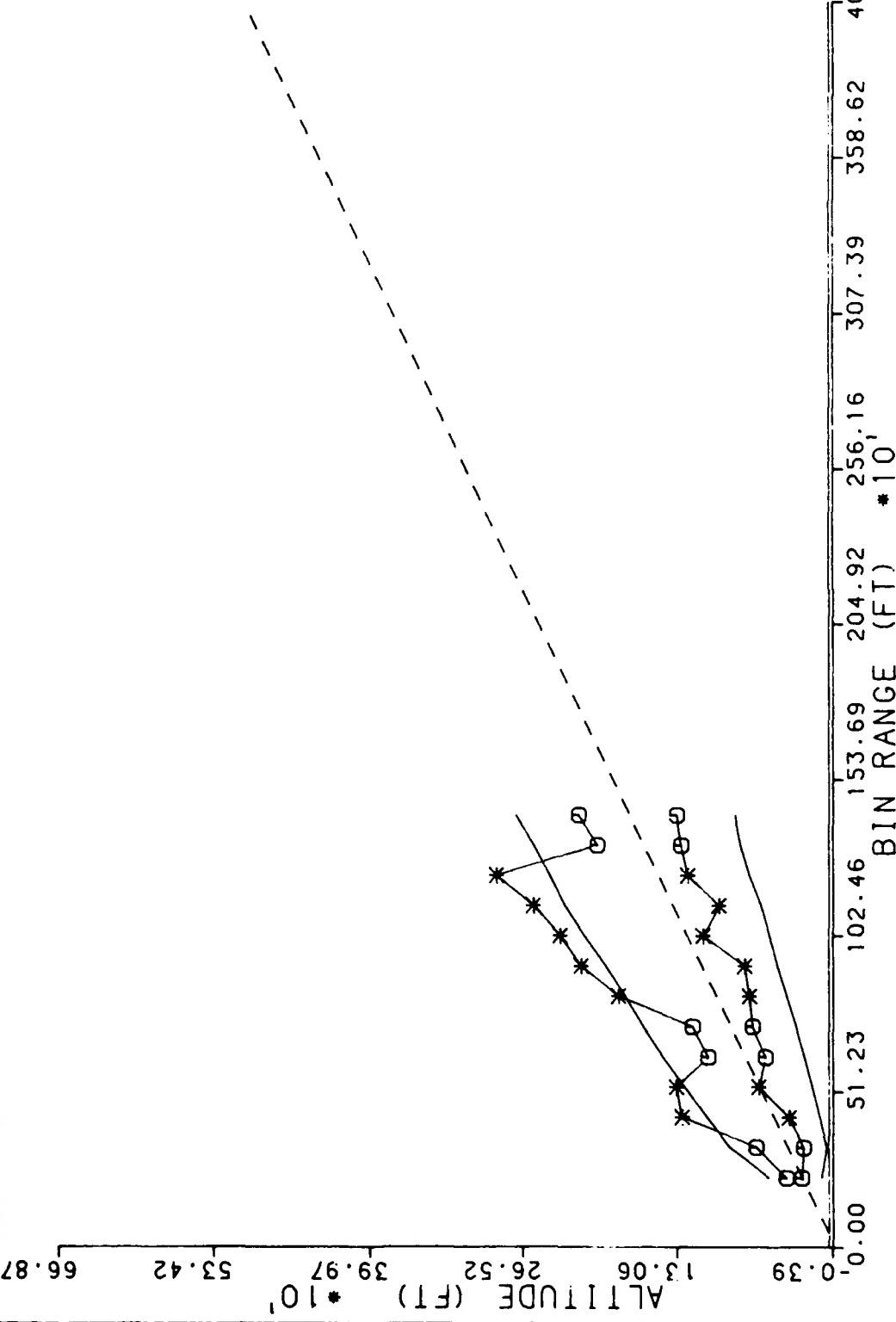
-- INDICATES FAA APPROACH SURFACE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
Θ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

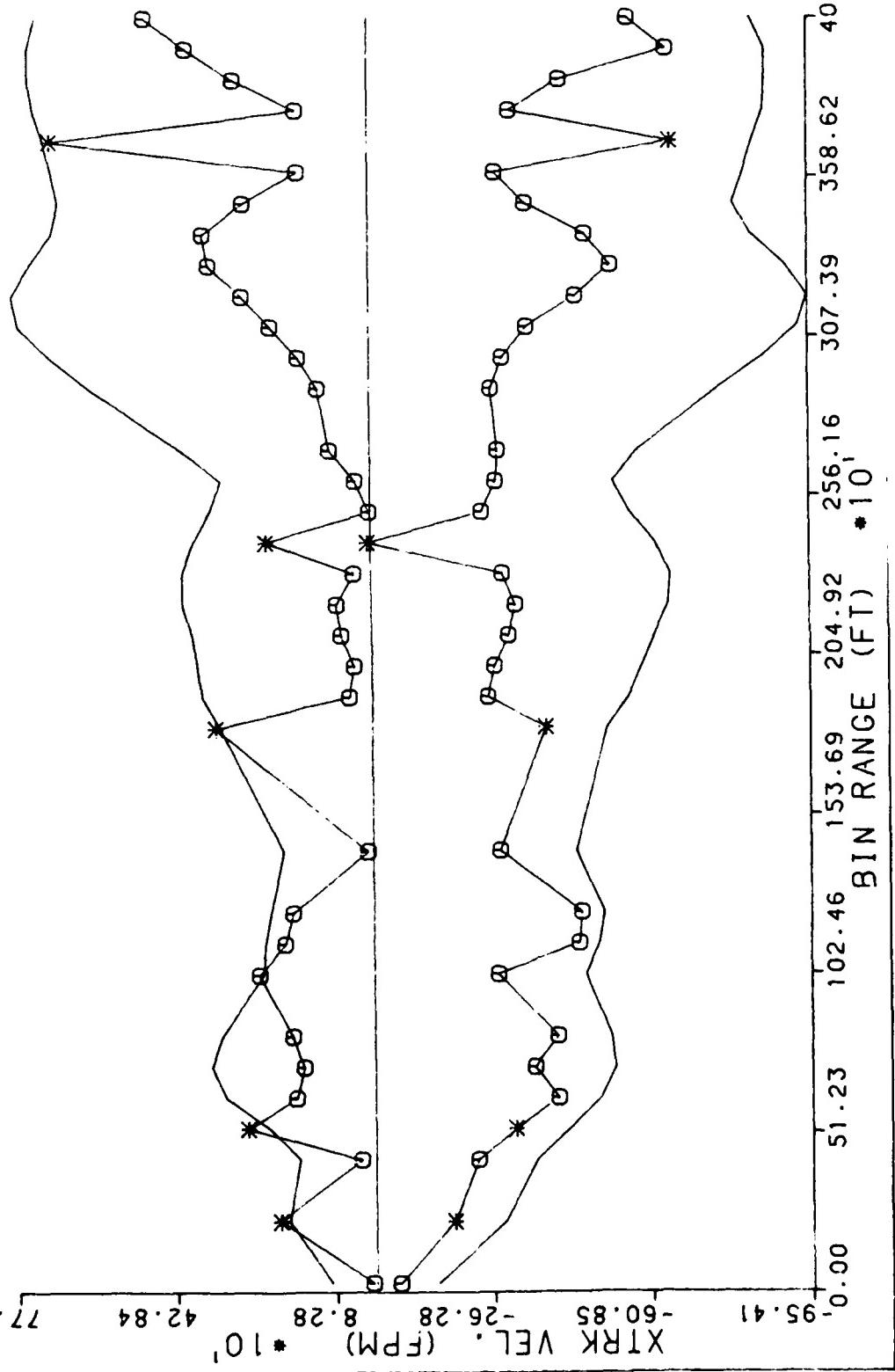
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- OH6 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
CROSS TRACK VELOCITY (FTM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

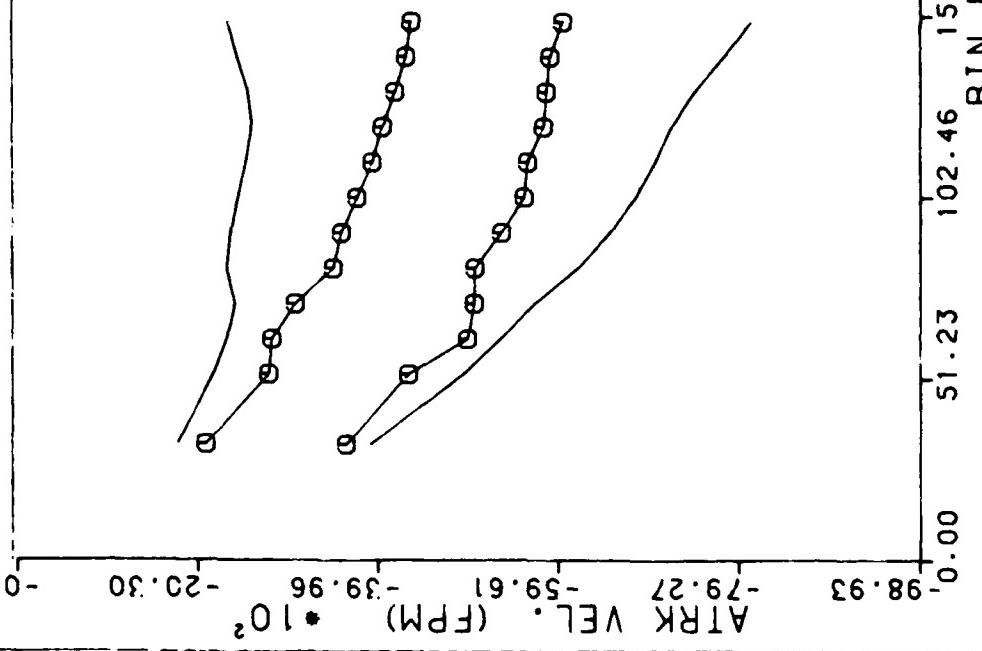
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 - INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED 21 FEB TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

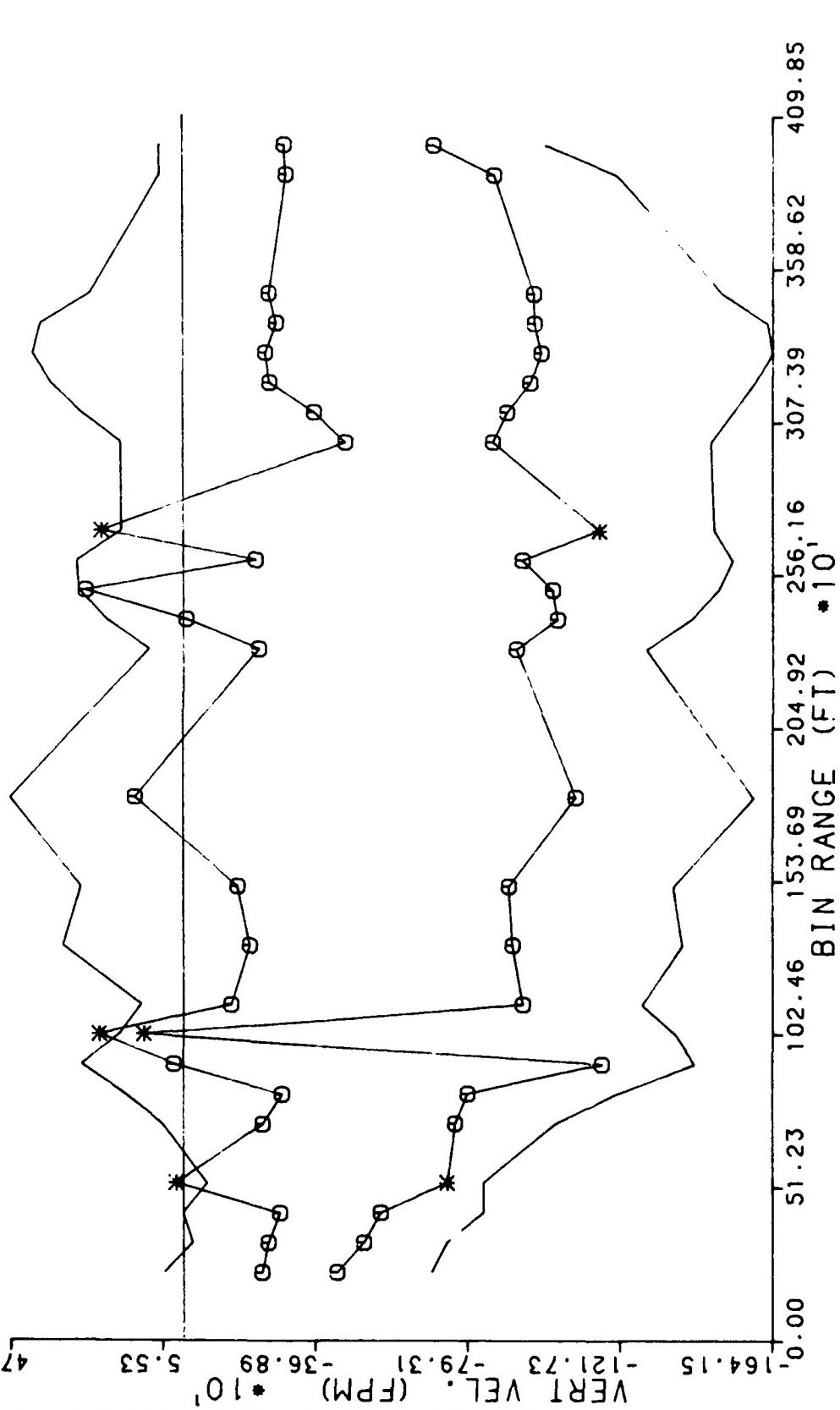
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 Ⓣ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

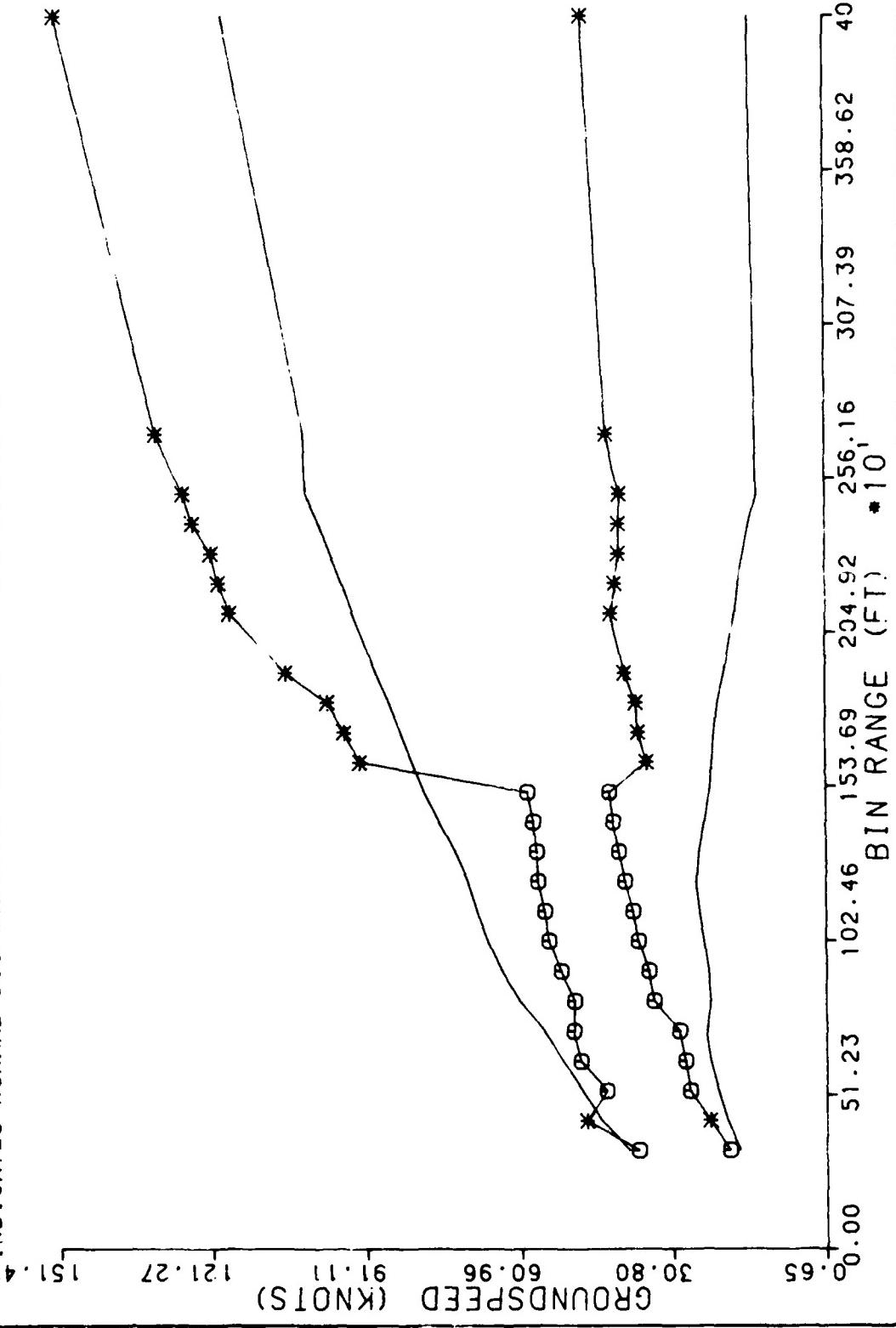
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OHS DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
 (O) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 (—) INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08435

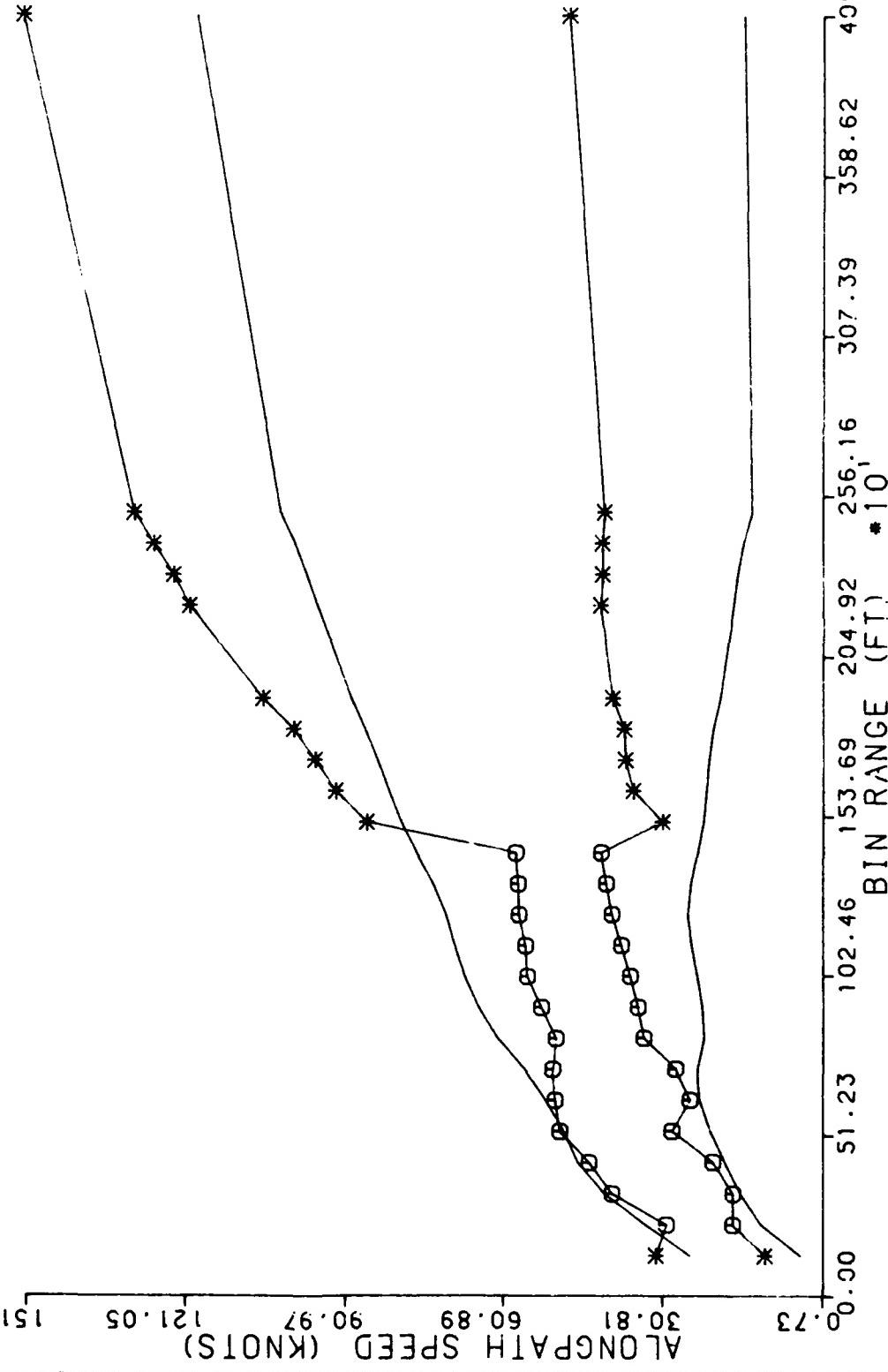
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

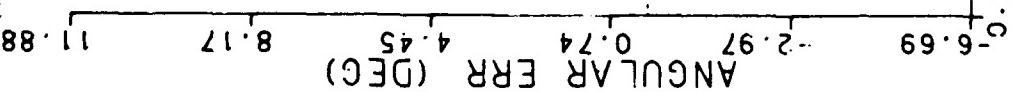
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- 046 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*



\*

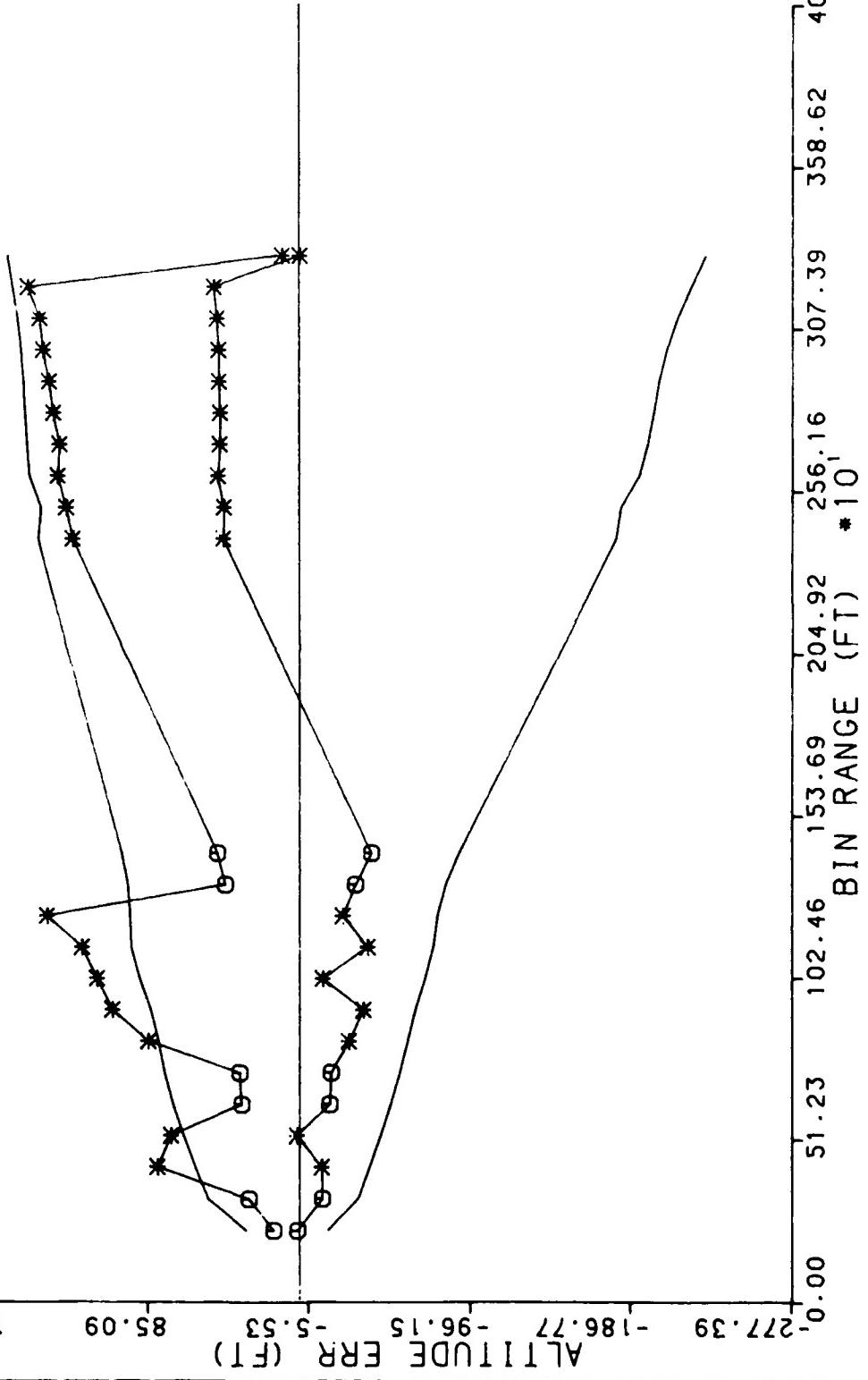
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 $\ominus$  INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*

ANGULAR POS. (DEG)

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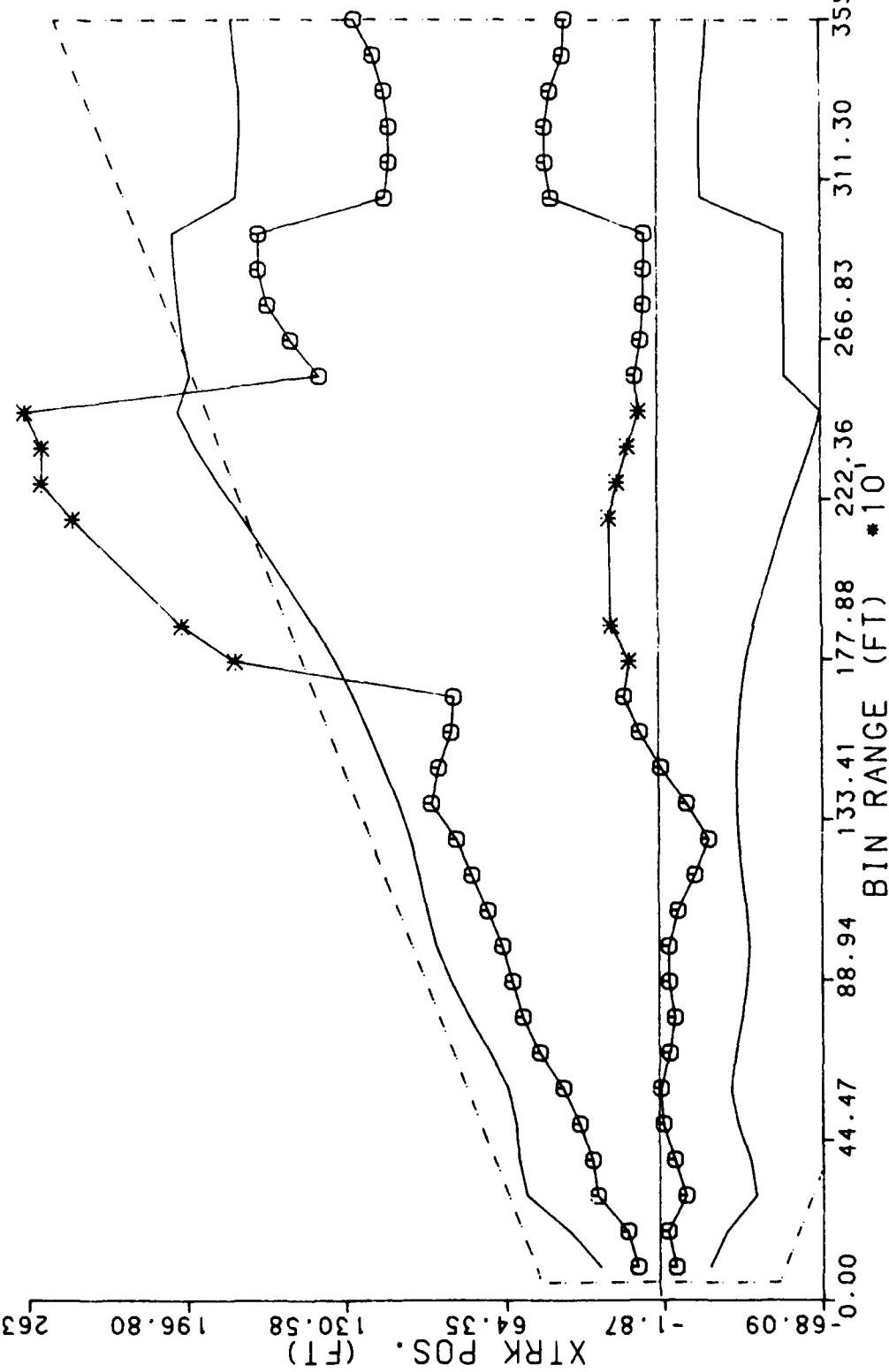
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

\*

0.44	4.15	7.87	11.58	15.30	19.01	BIN RANGE (FT)	0.00	51.23	102.46	153.69	204.92	256.16	307.39	358.62	409.85	
*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*	*

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

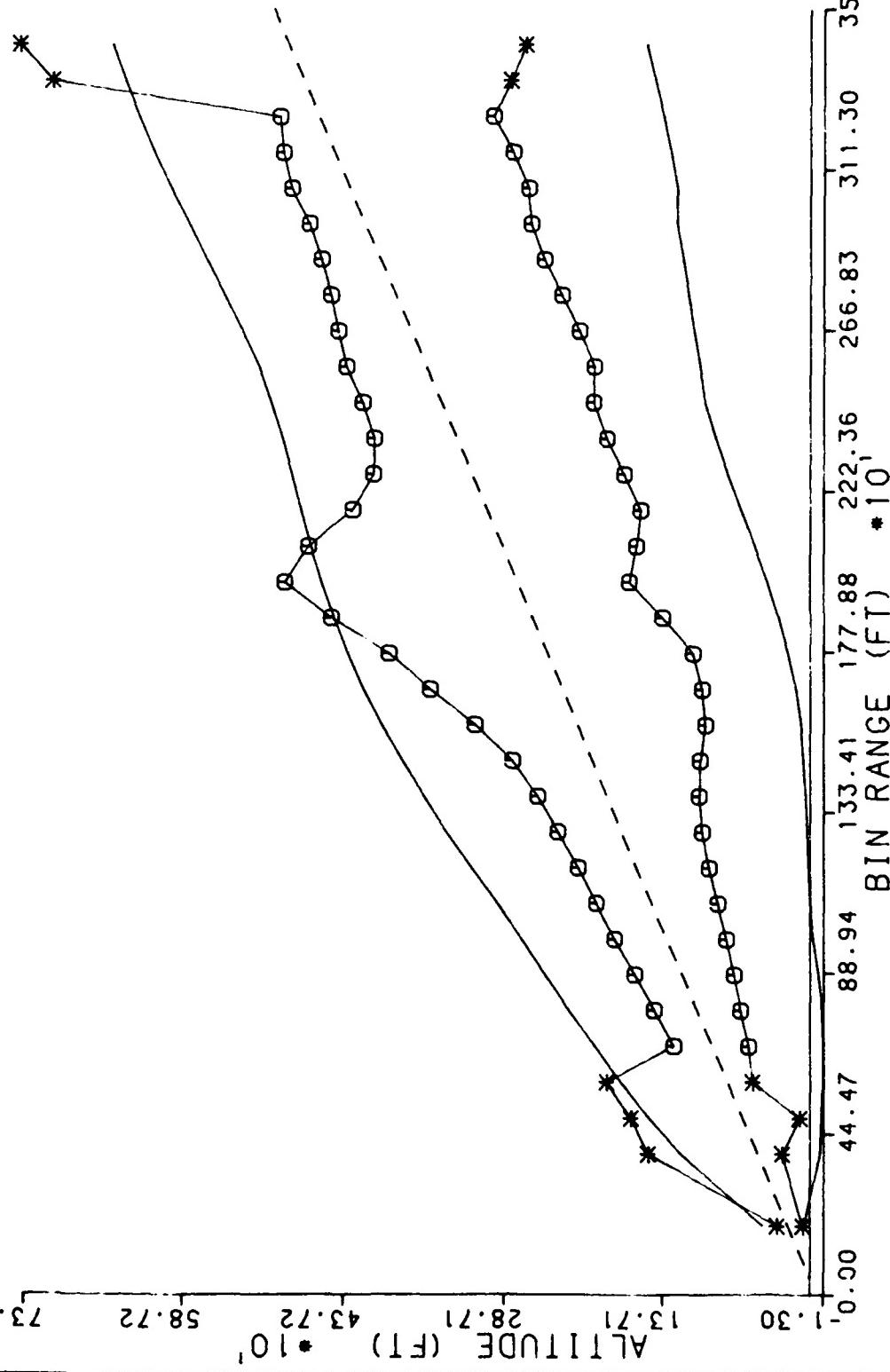
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ATLANTIC CITY AIRPORT, NJ 08303  
— INDICATES FAA APPROACH SURFACE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

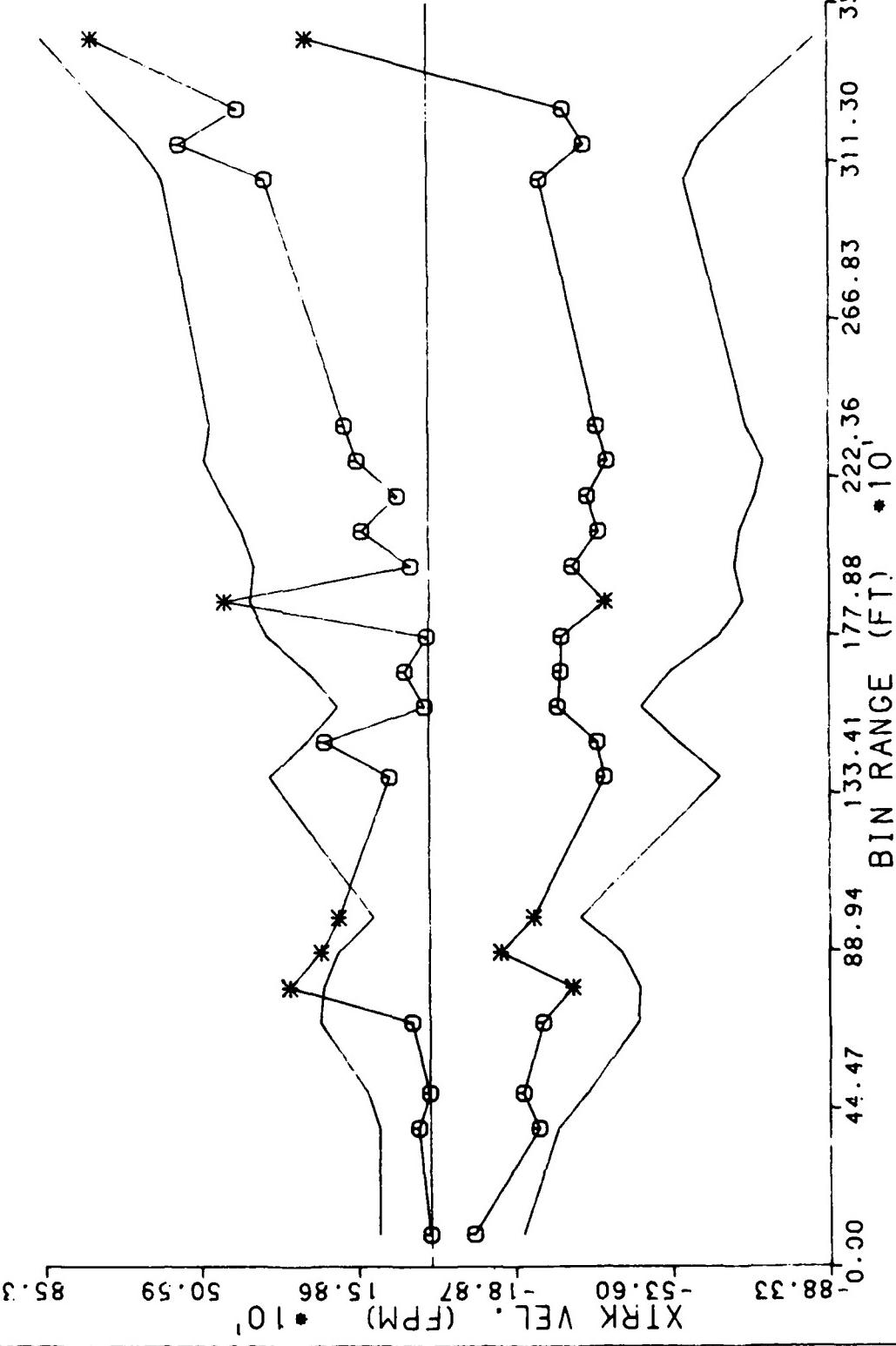
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



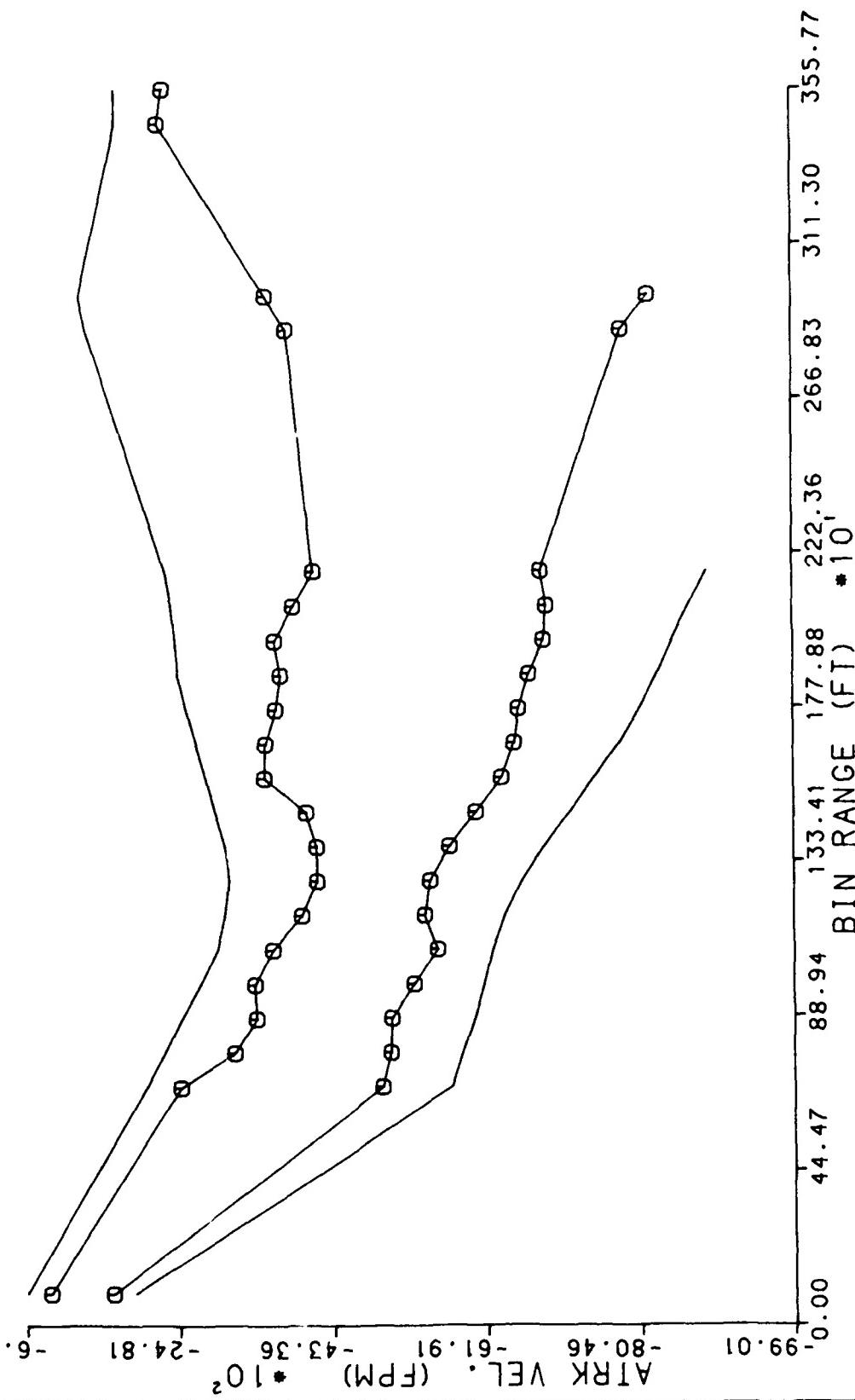
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



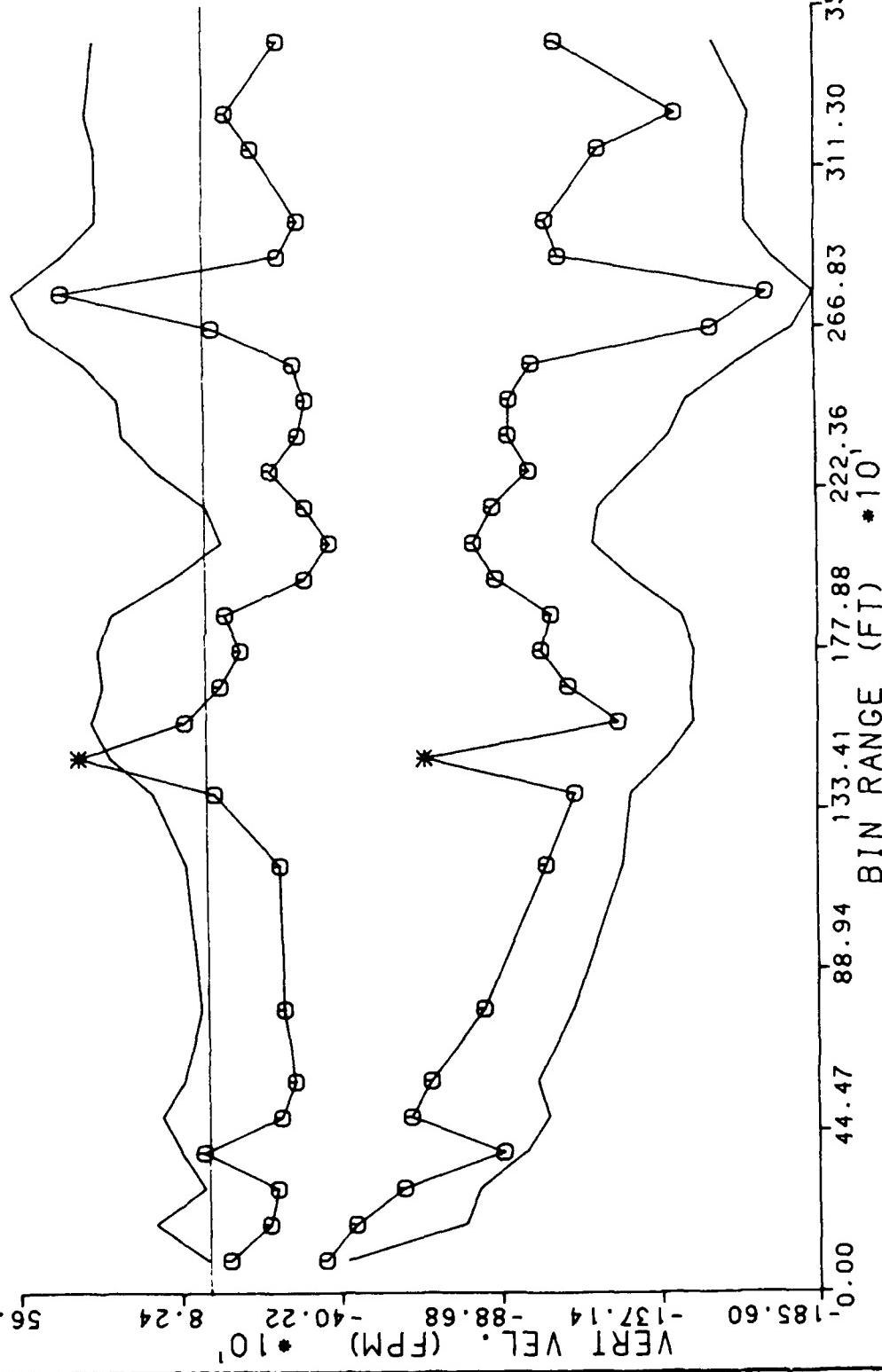
VMC DISTRIBUTION ANALYSIS--- OH6 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE  
 — INDICATES GAMMA DISTRIBUTION RANGE  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, N.J. 08405

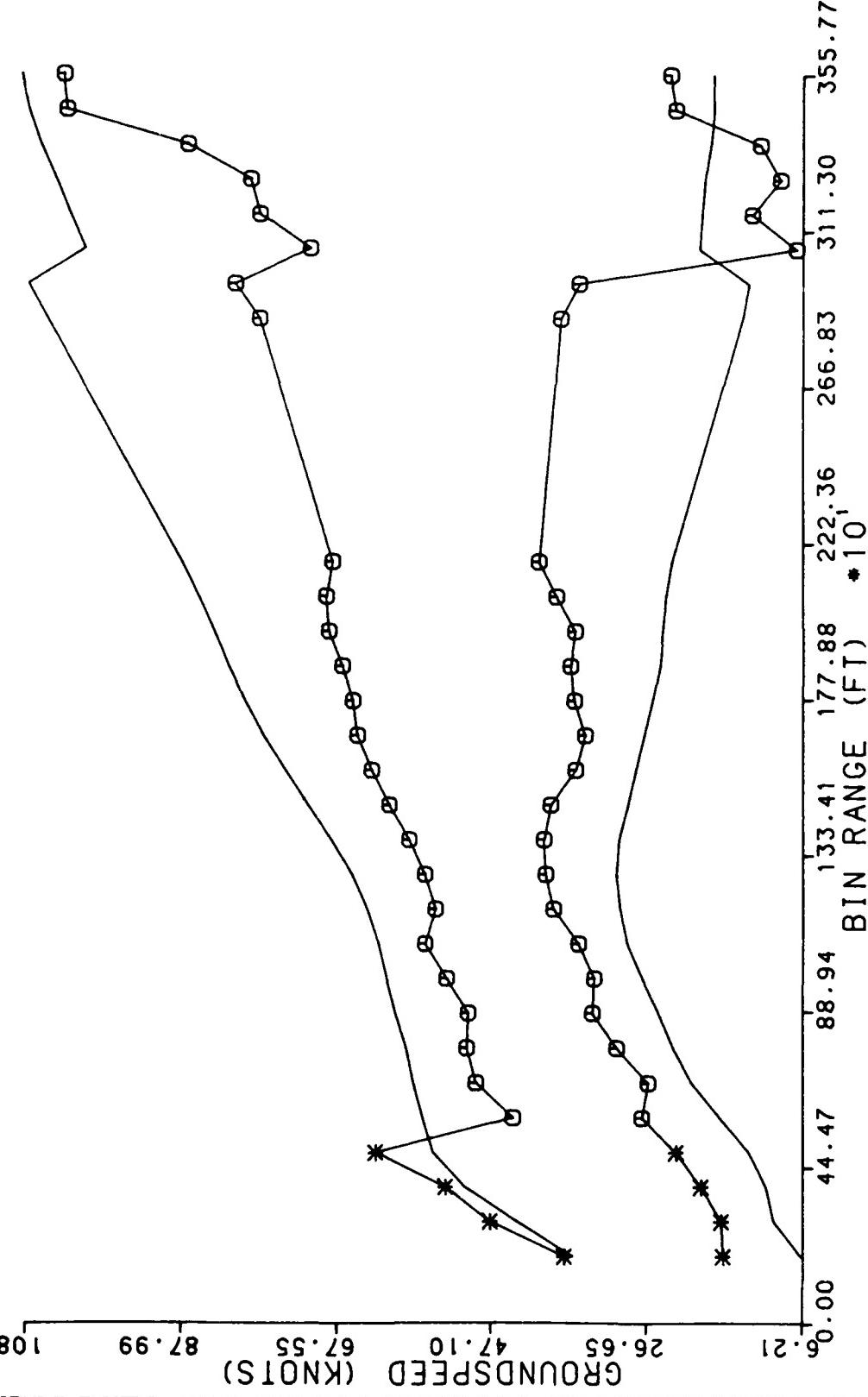
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
→ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

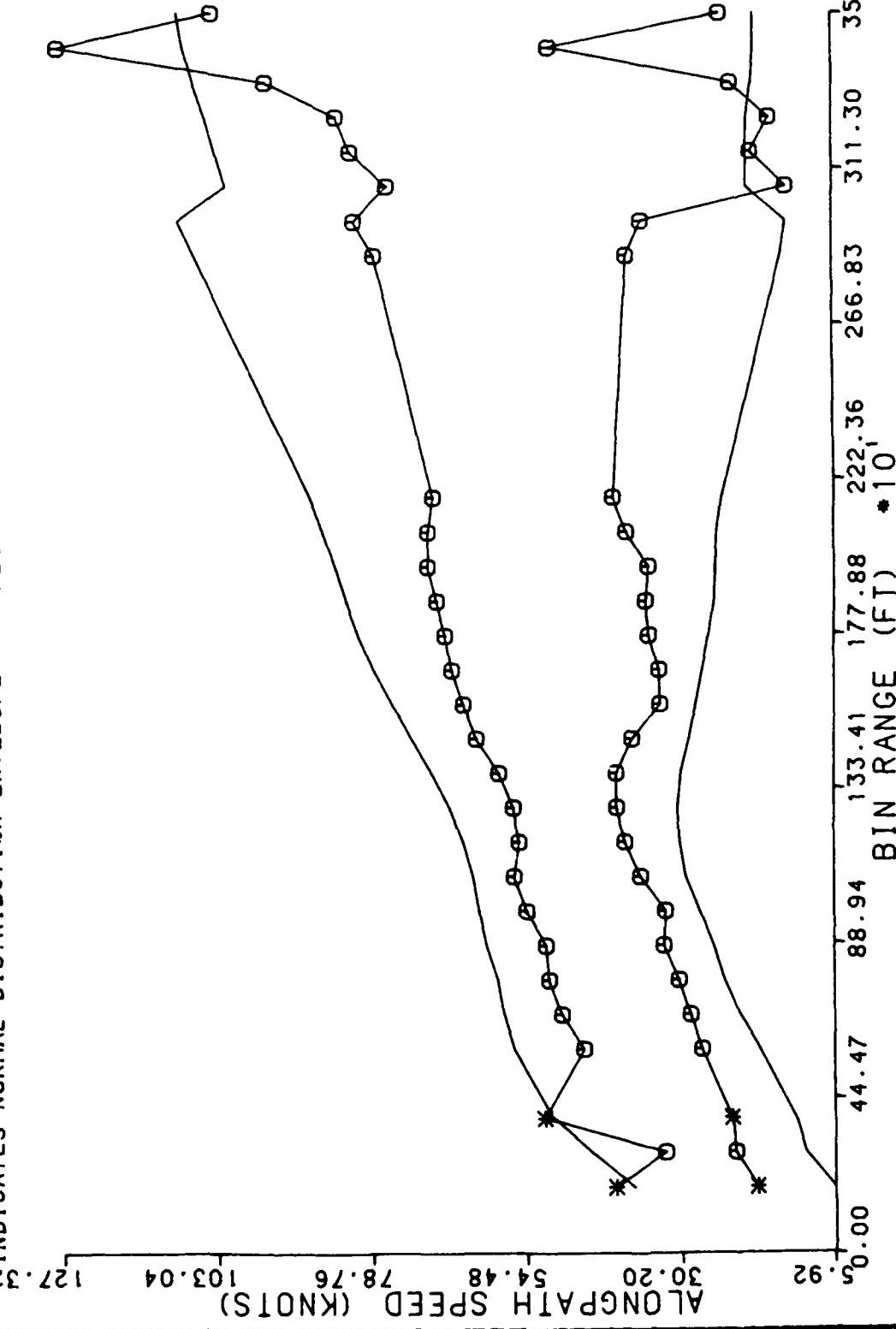
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

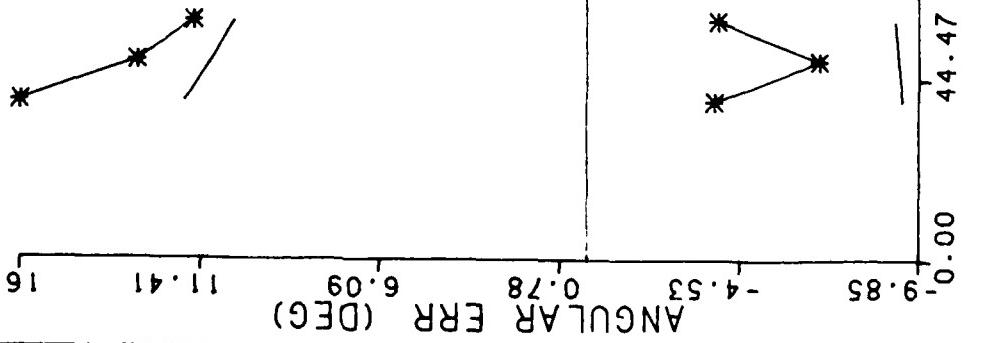
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

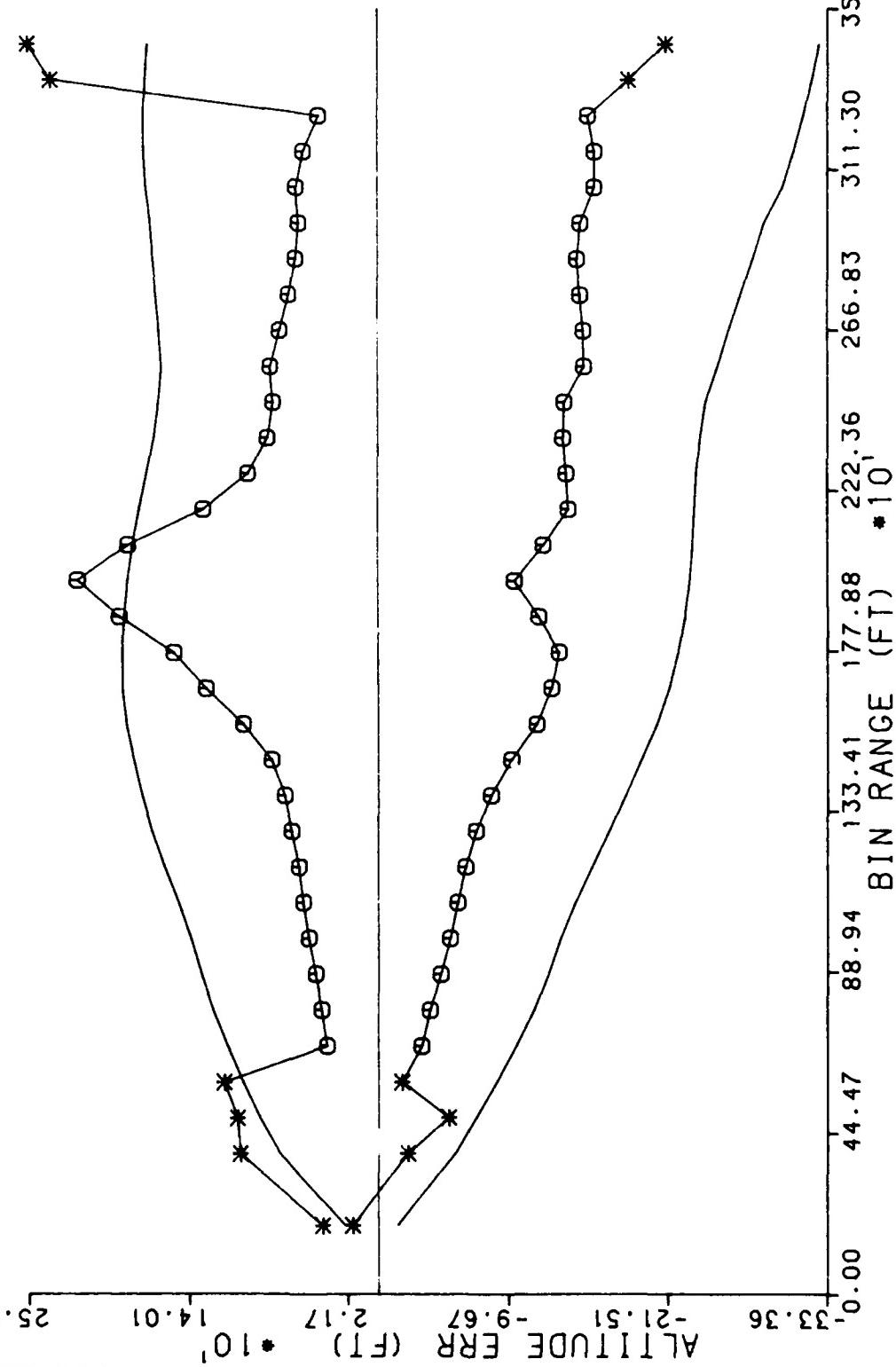
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

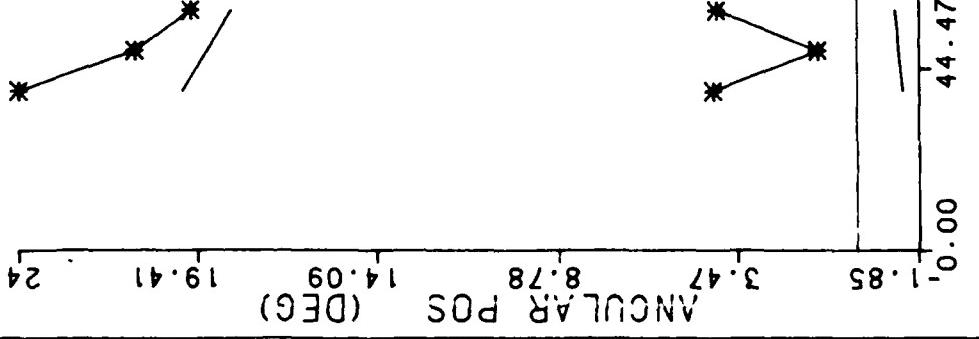
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE STRAIGHT IN APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

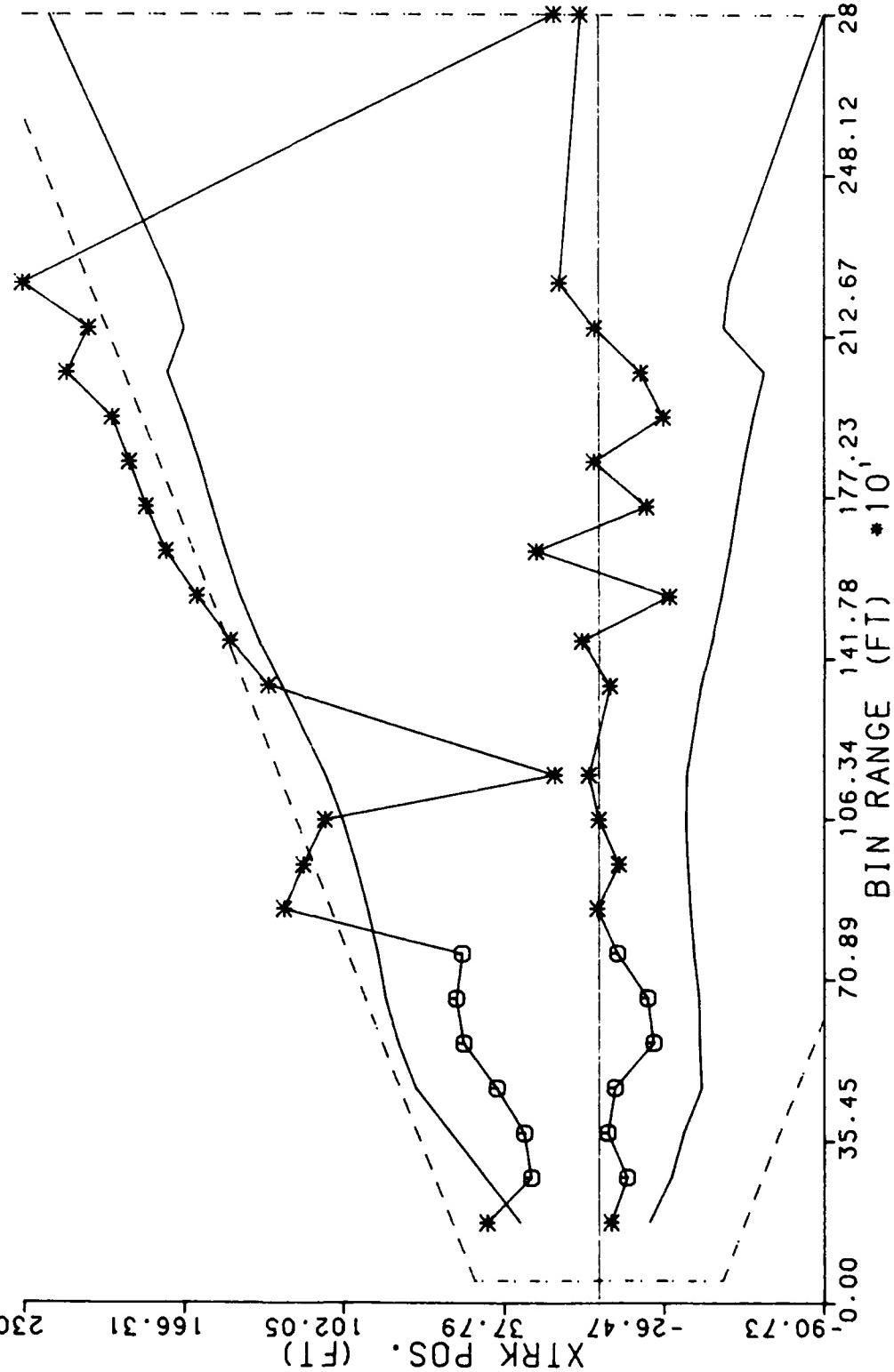
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 CROSSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 → INDICATES NORMAL DISTRIBUTION ENVELOPE  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

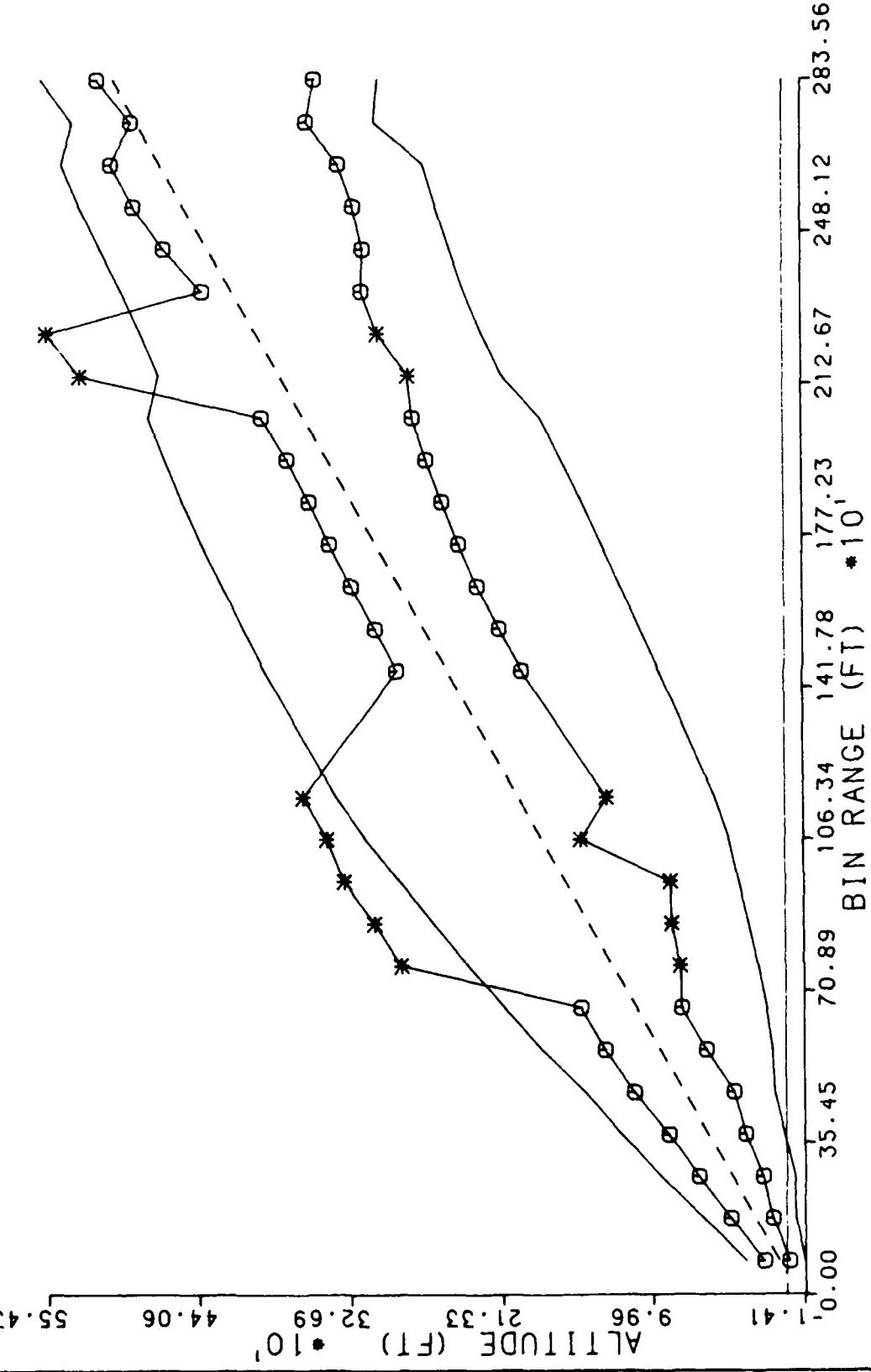
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 ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

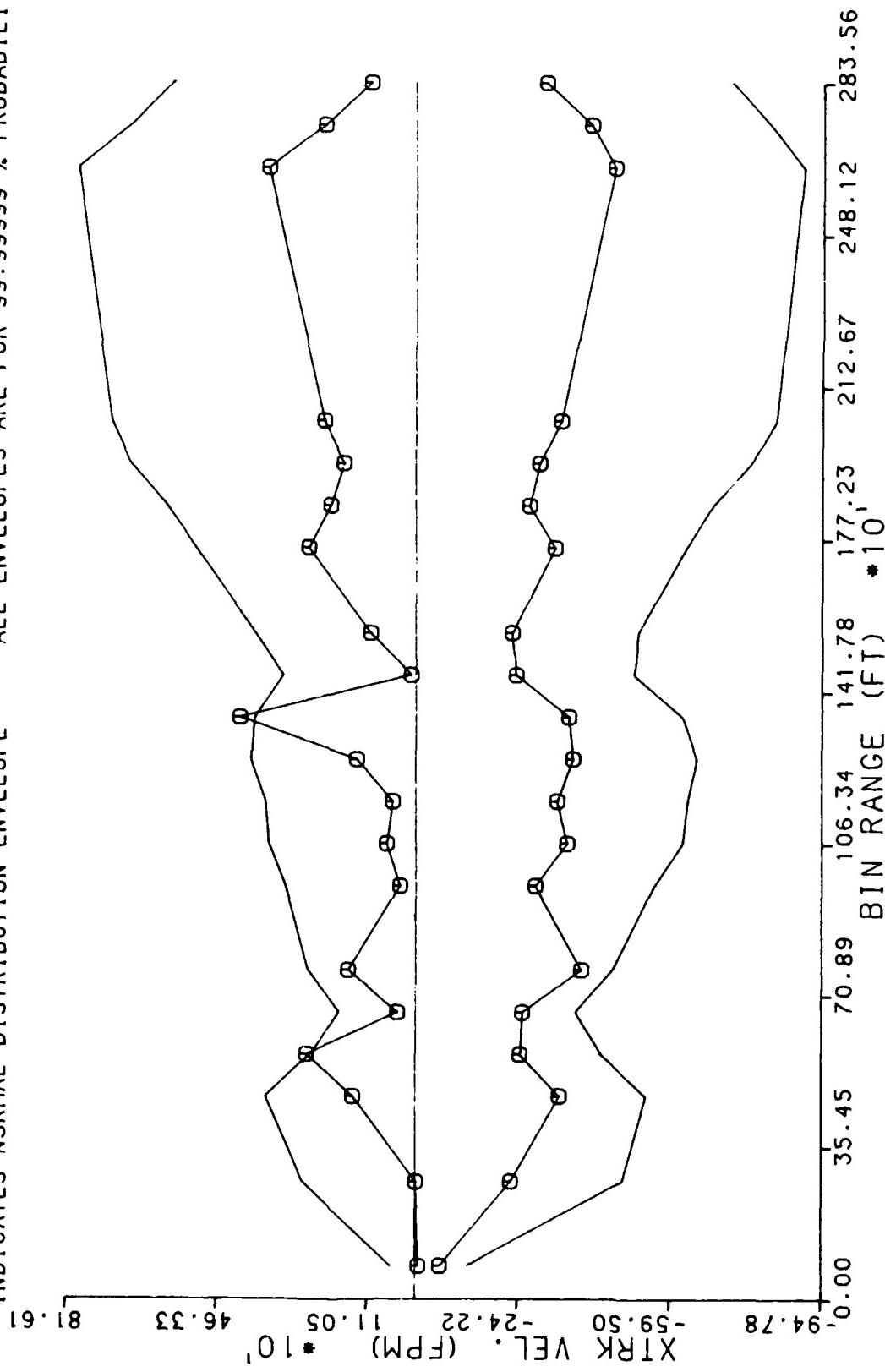
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

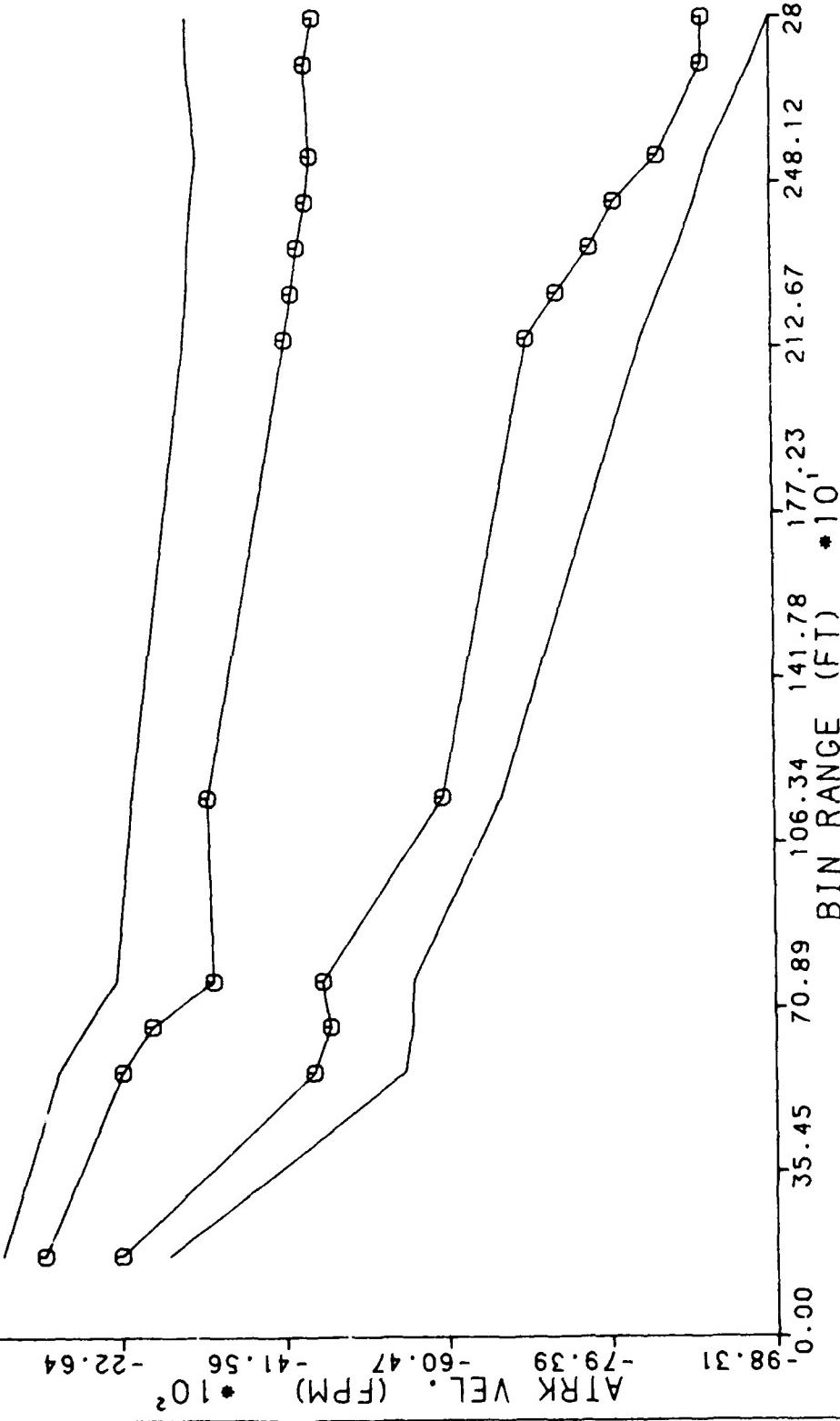
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 $\ominus$  INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08103

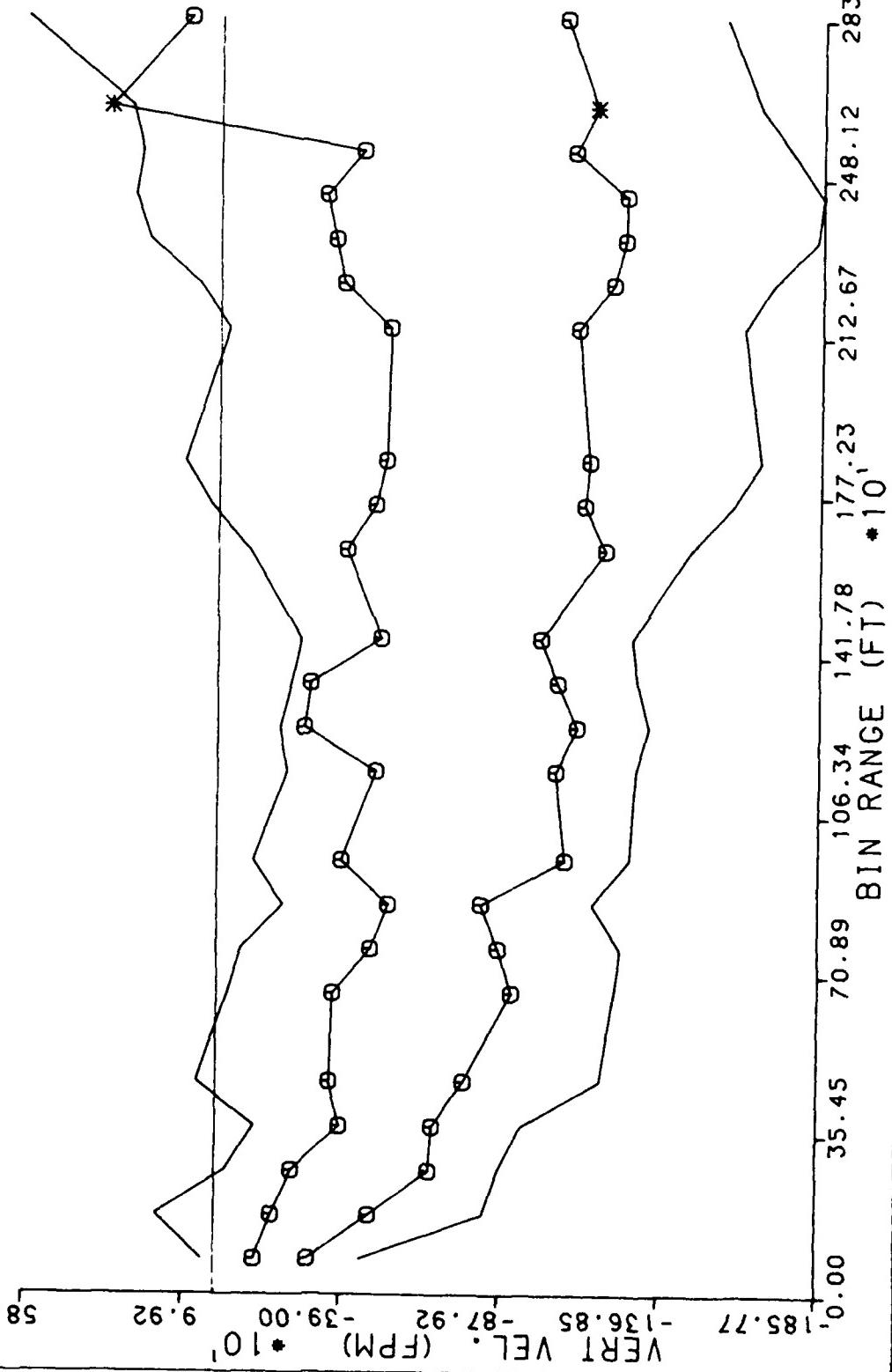
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

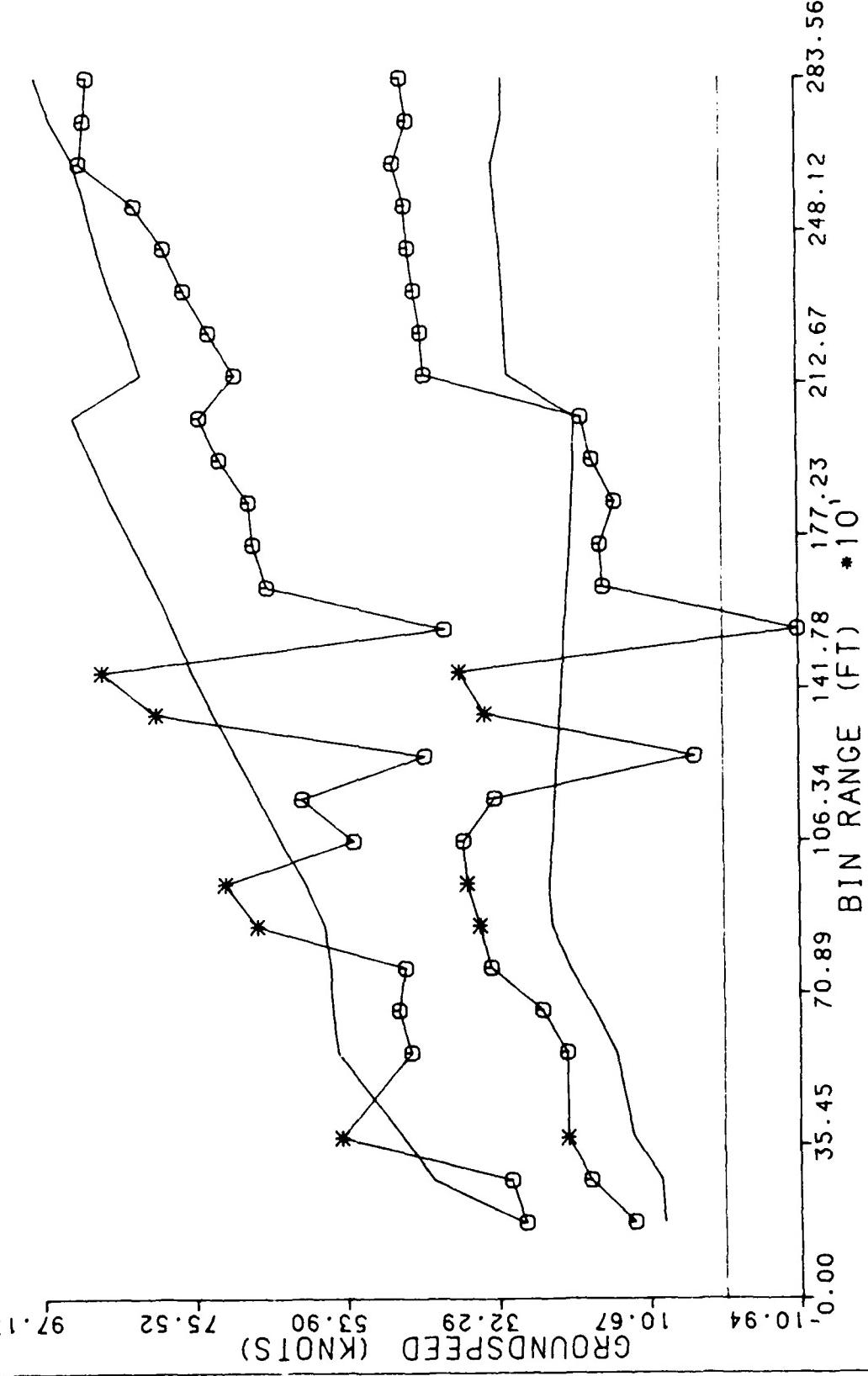
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

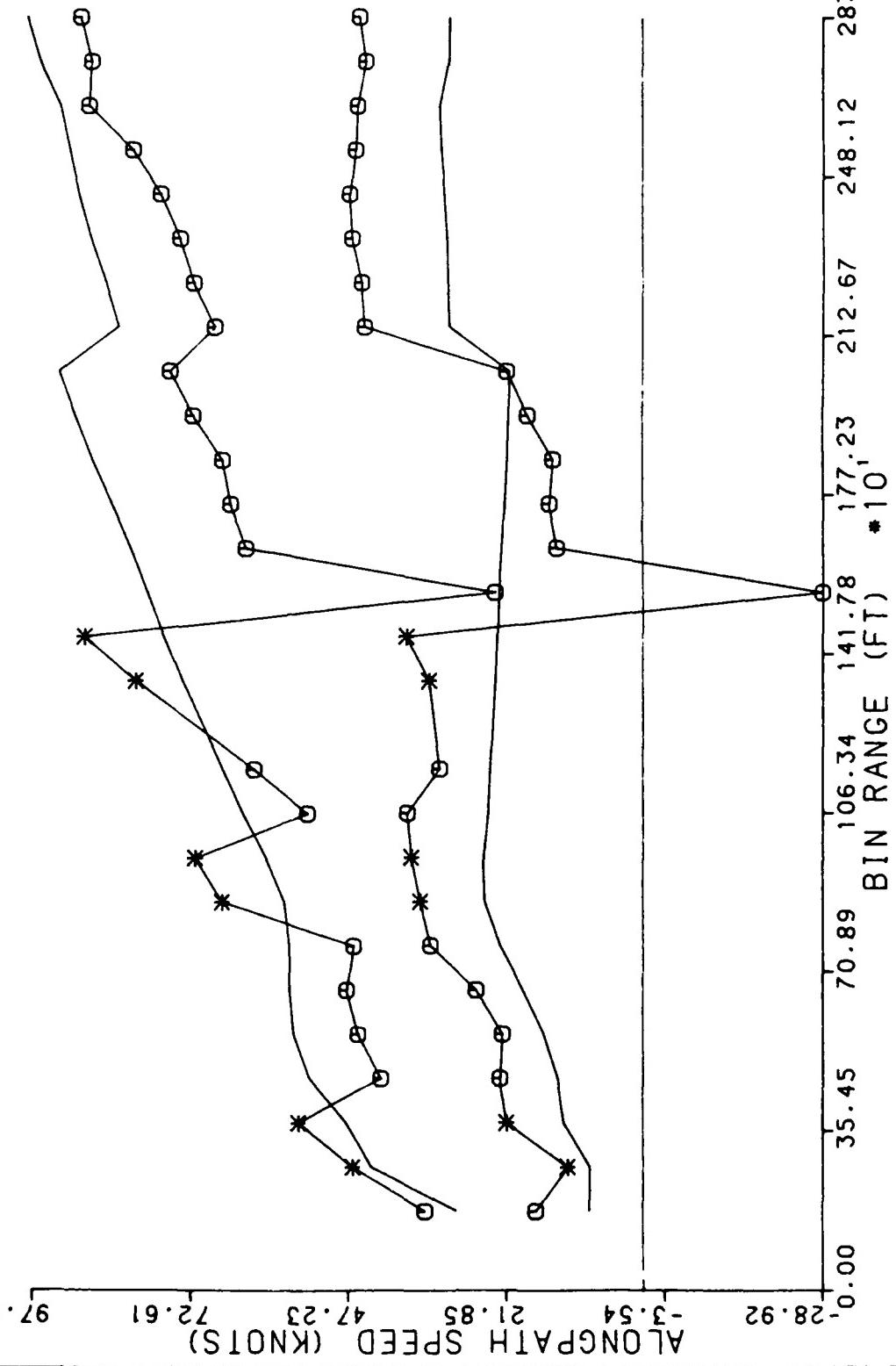
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, N.J. 08403

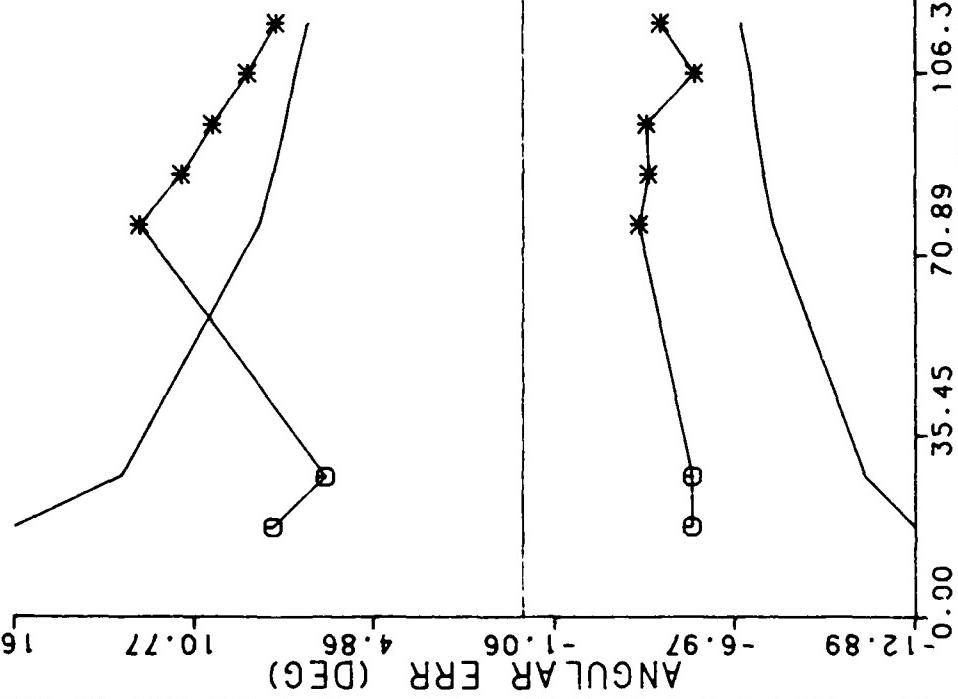
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

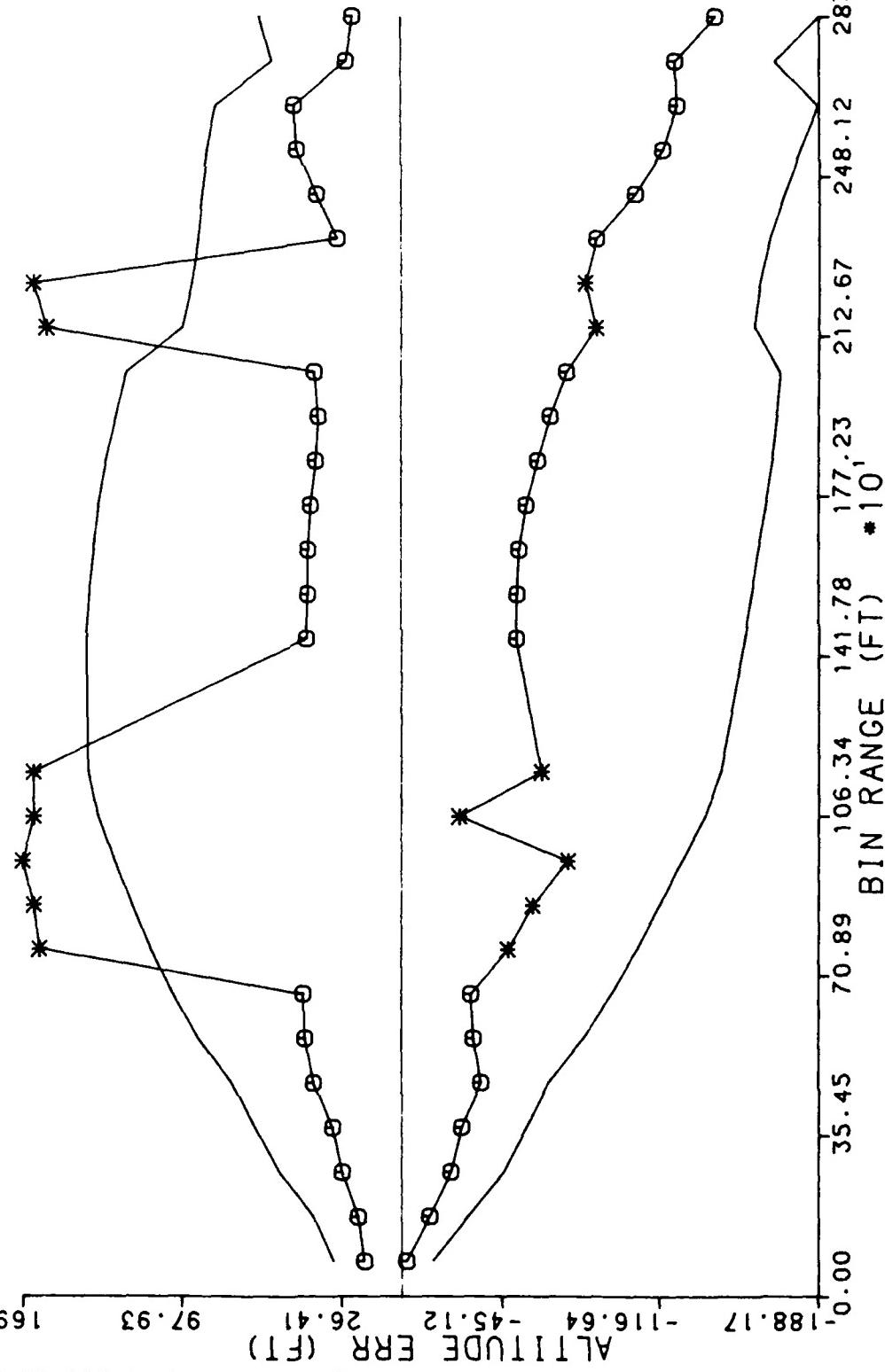
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
—○— INDICATES BETA DISTRIBUTION RANGE LIMIT  
—○— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

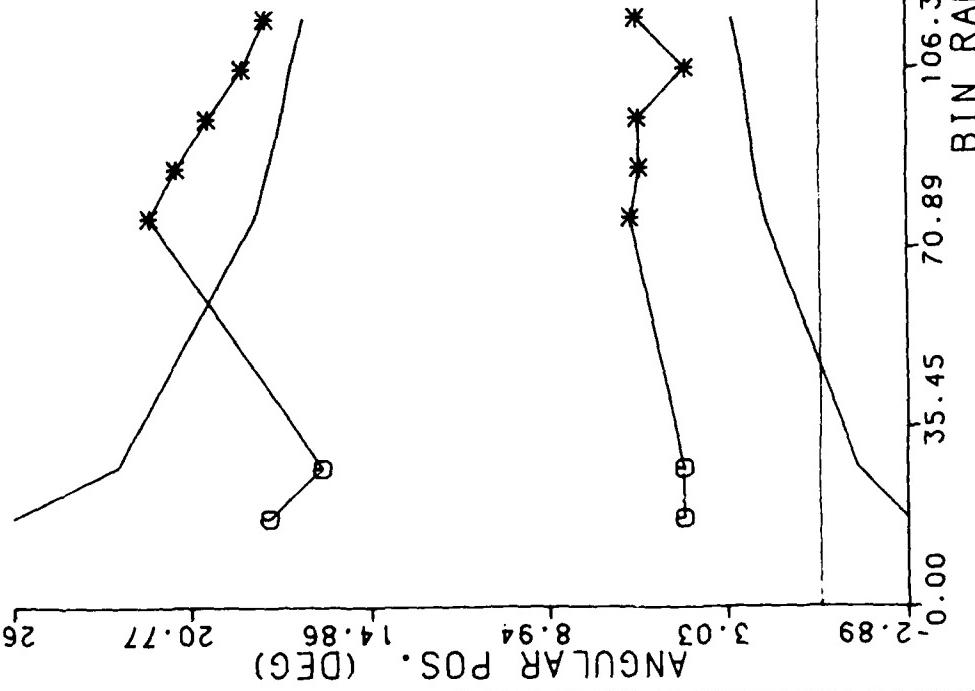
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 Ⓢ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

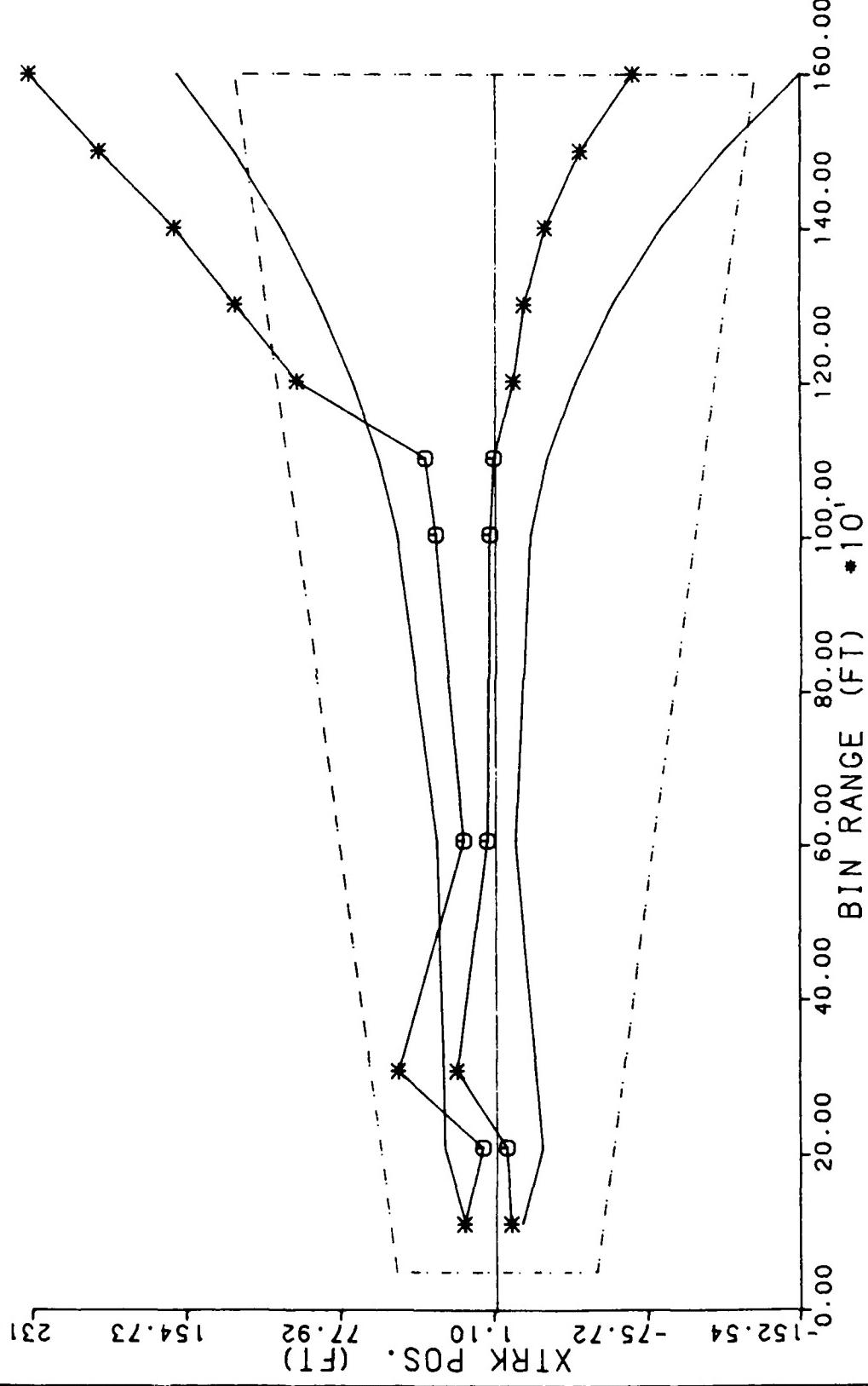
DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

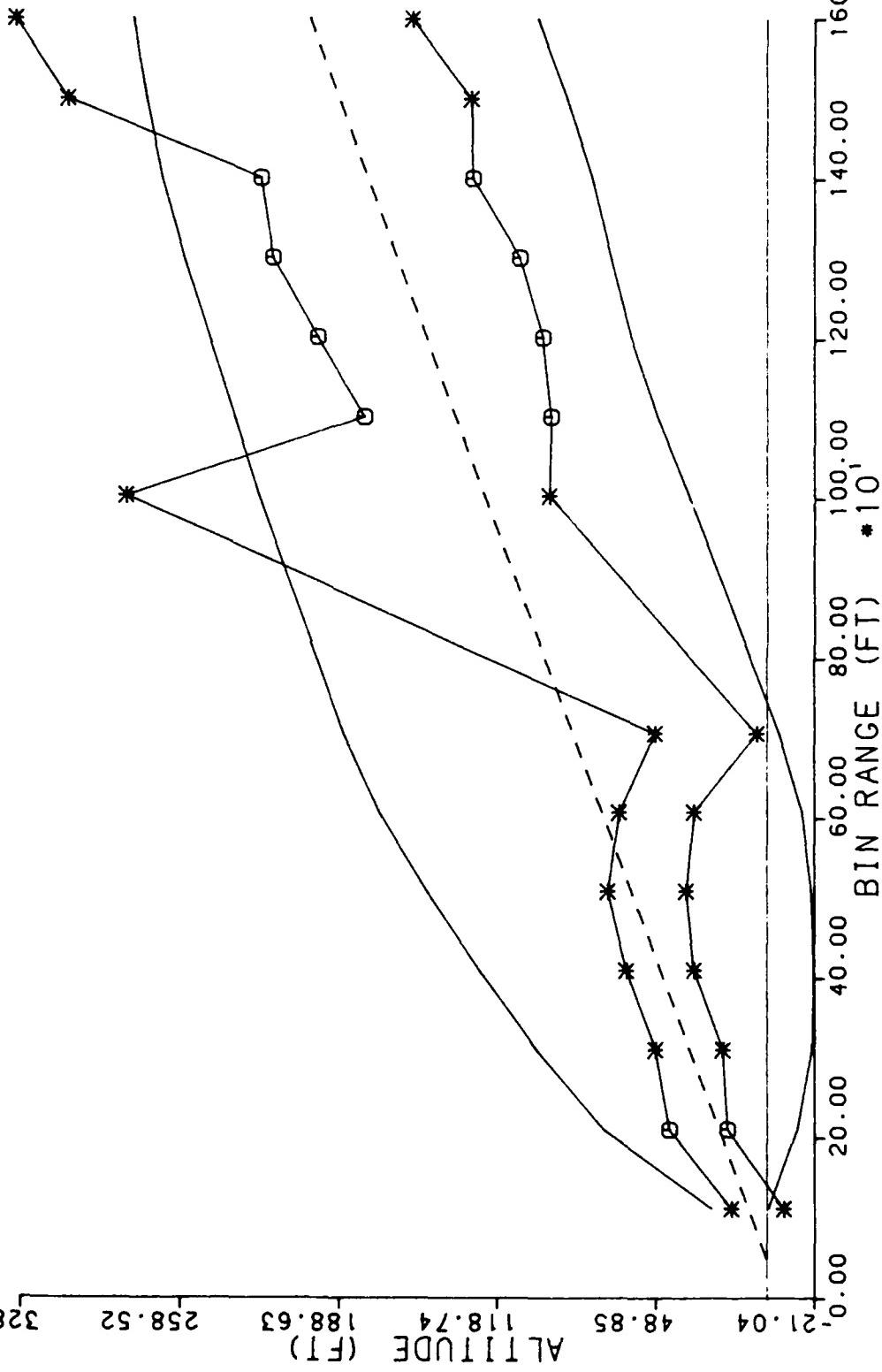
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
□ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08005

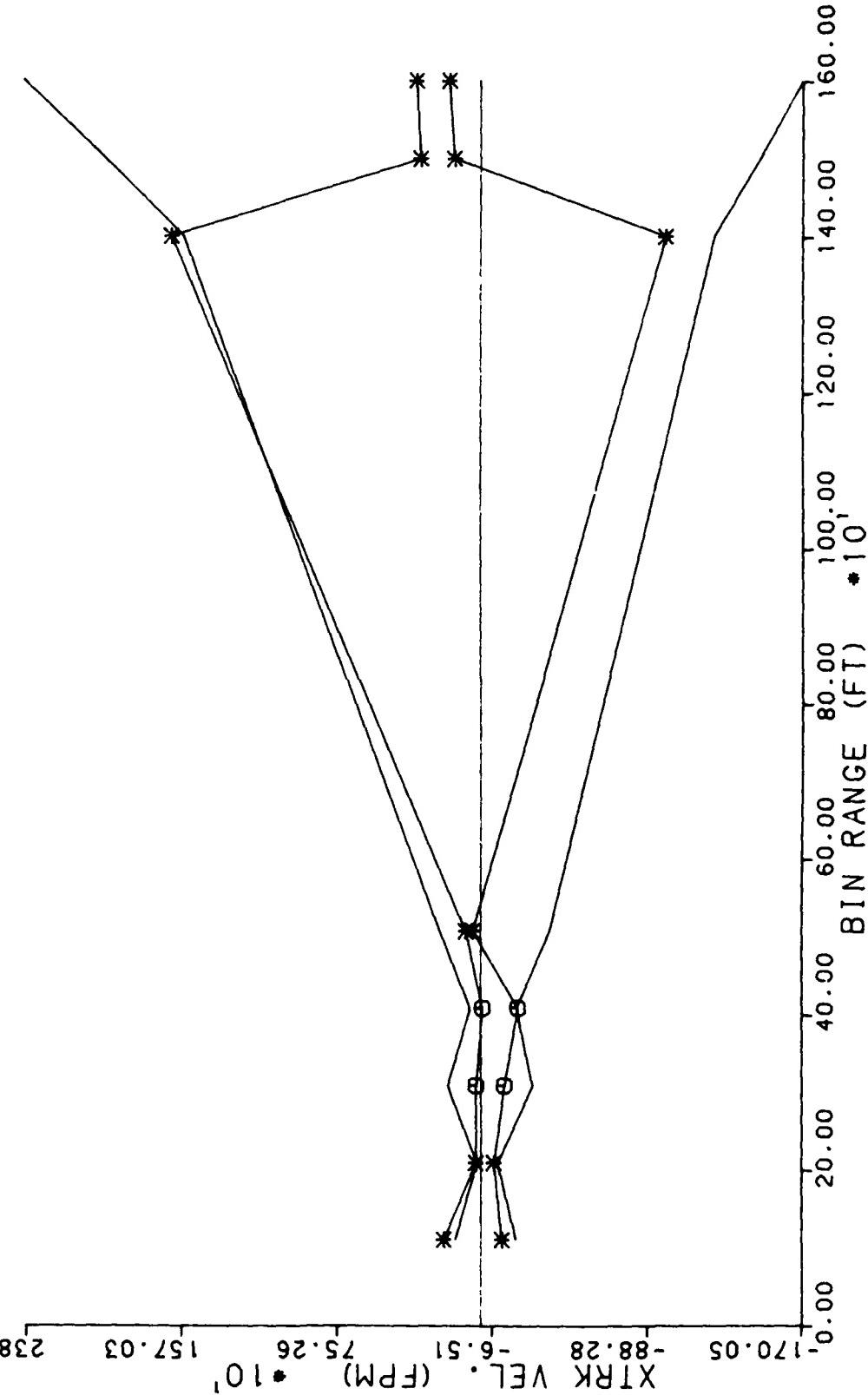
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

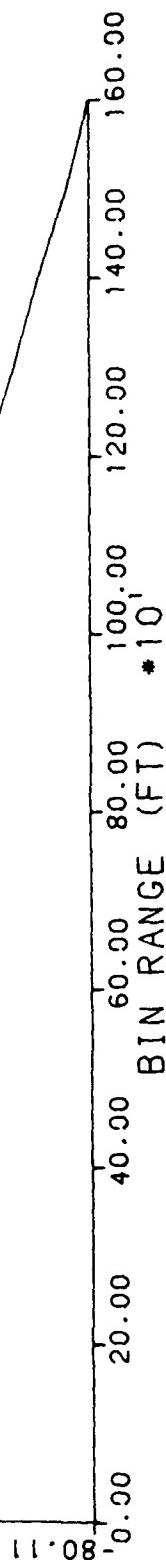


VMC DISTRIBUTION ANALYSIS-- OHS DATA ONLY  
 7 DEGREE CURVED APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ Q4605

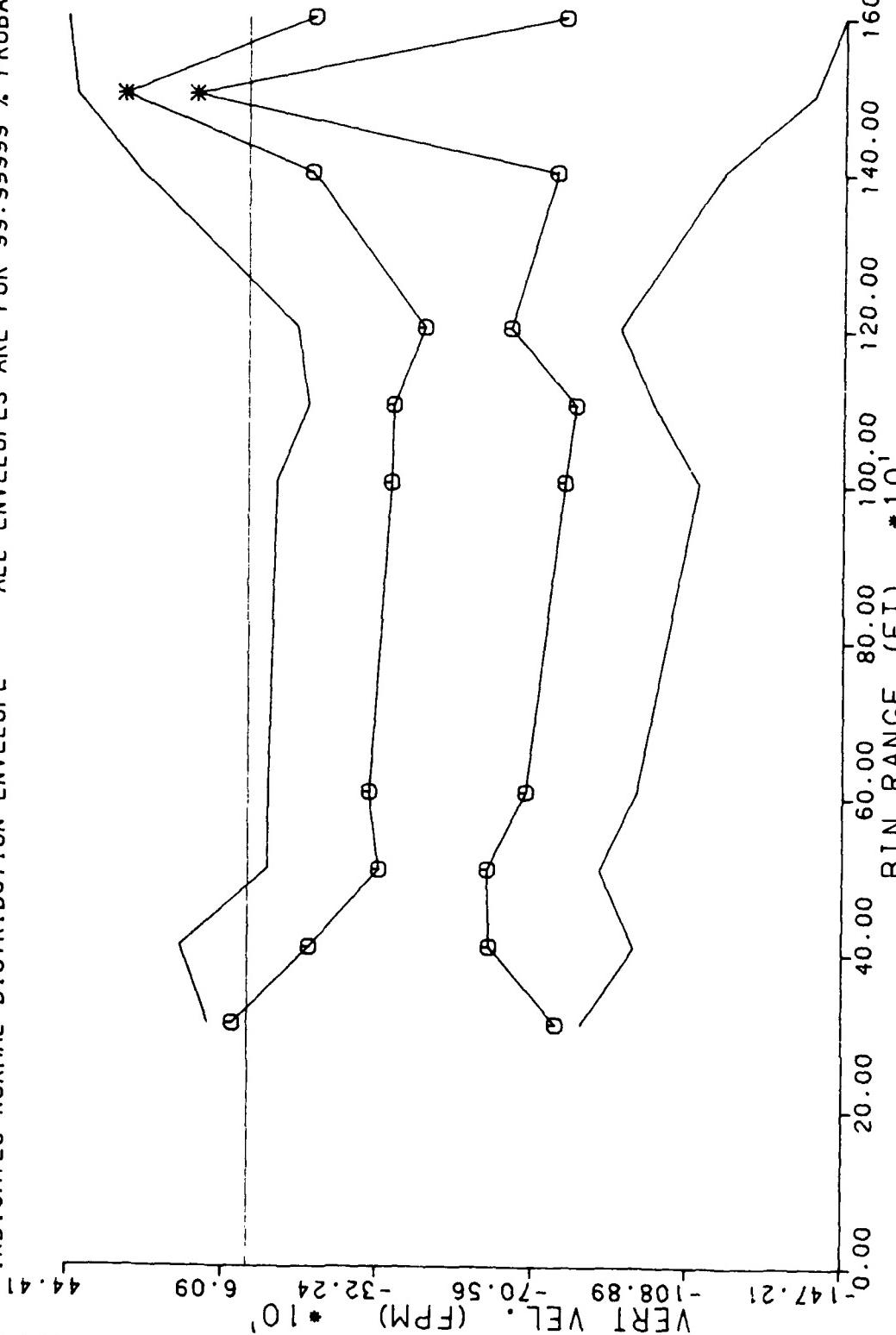
ATRK VEL. (FPM) \* 10<sup>2</sup>



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

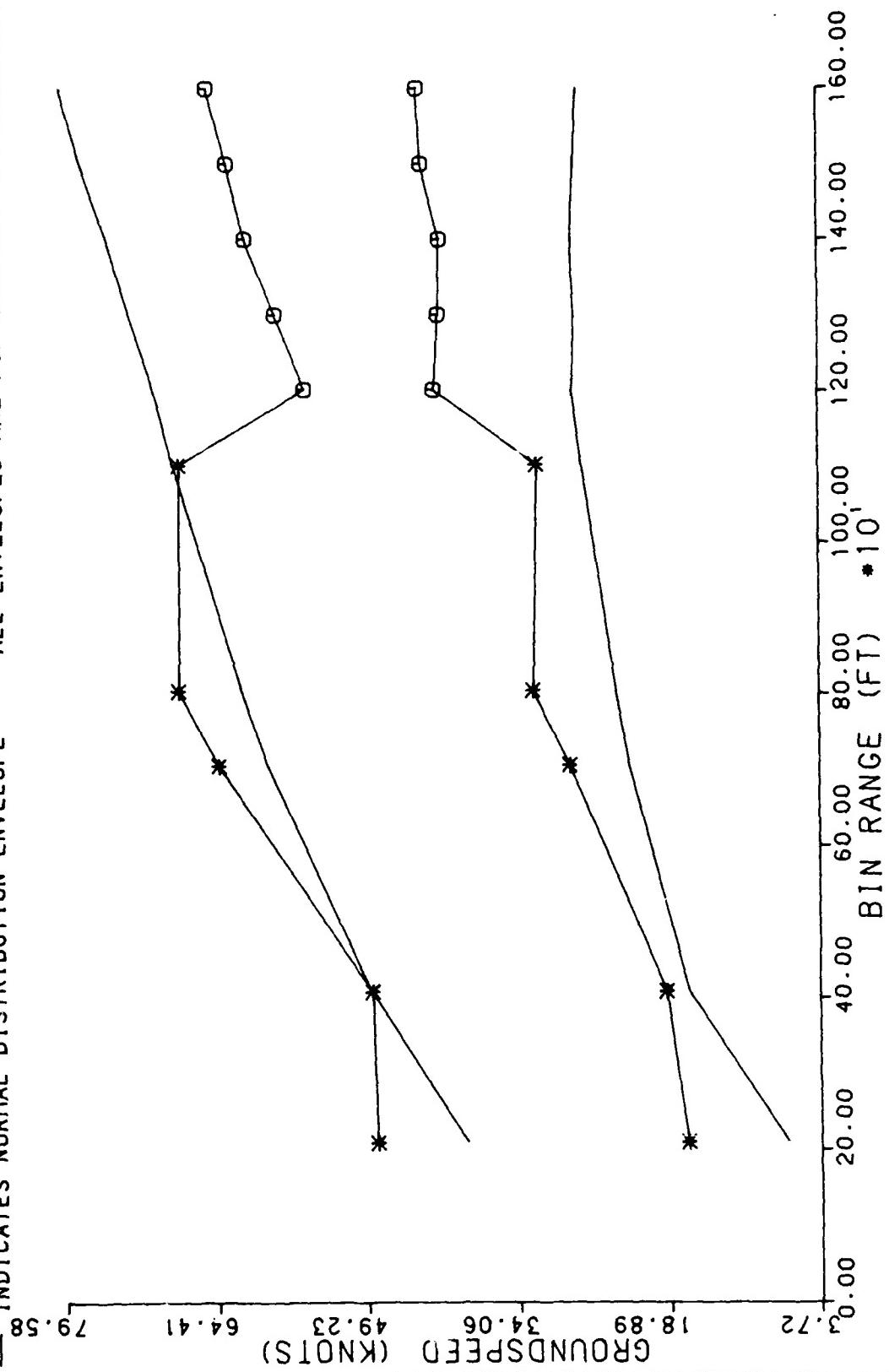
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE CURVED APPROACHES  
 GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
 (\*) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

ALONGPATH SPEED (KNOTS)

79.90

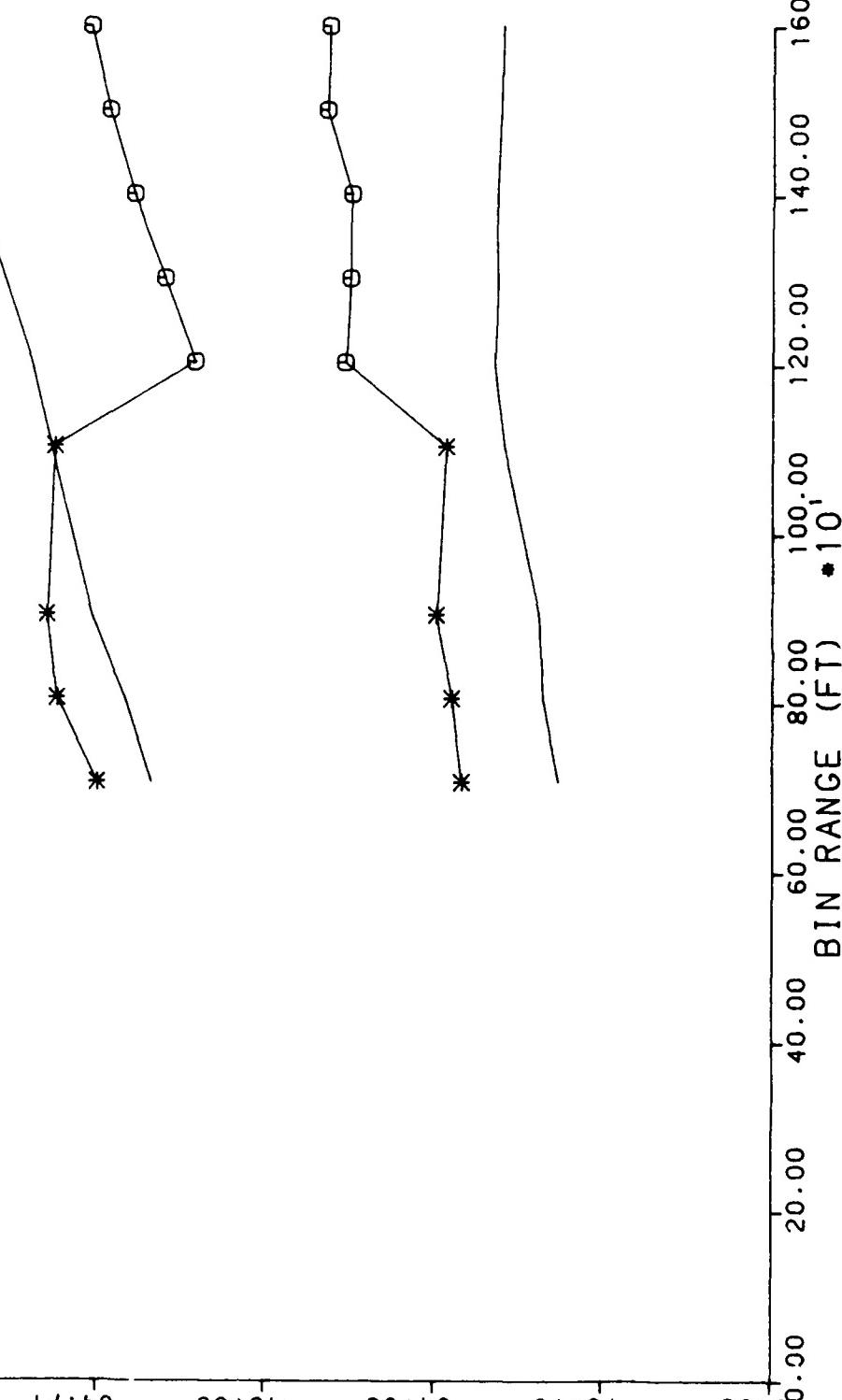
64.71

49.53

34.35

19.16

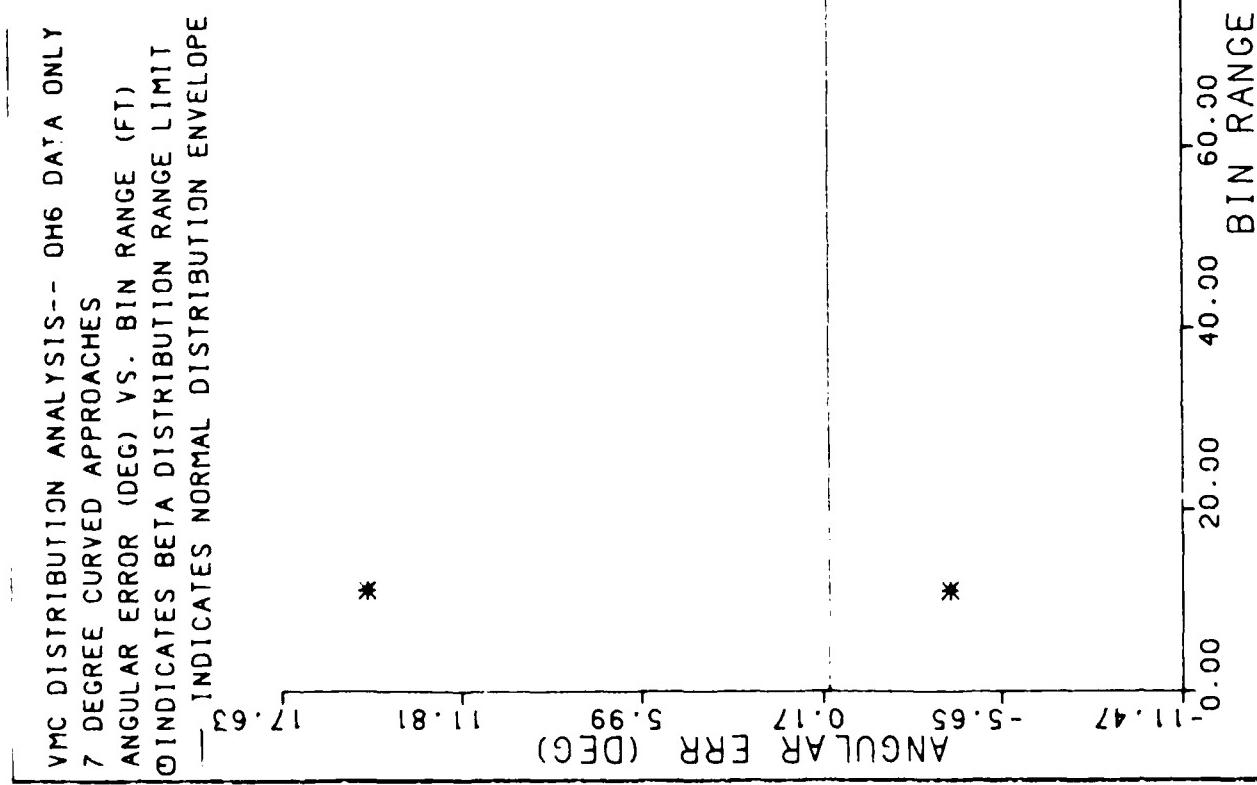
3.98



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

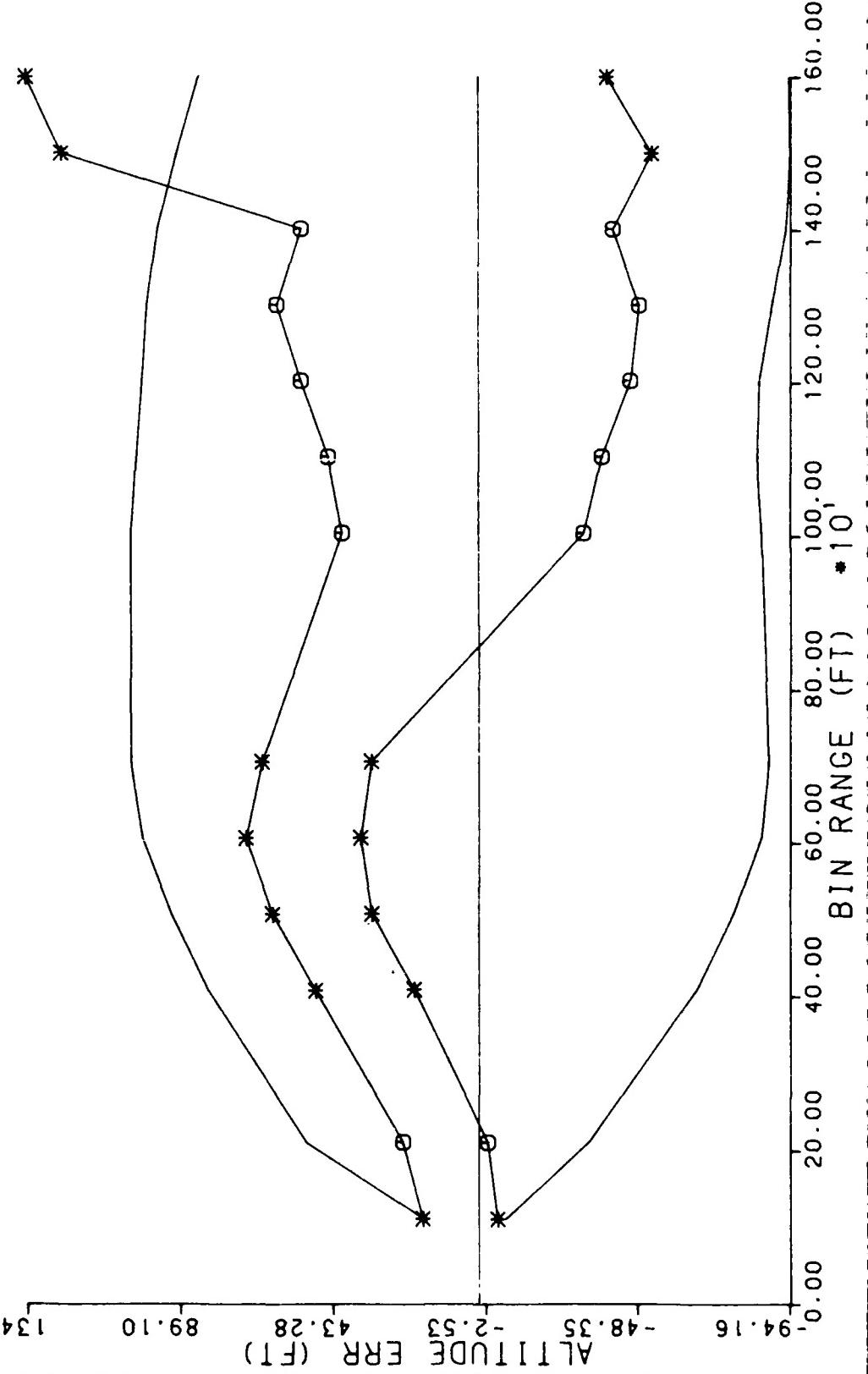
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08105

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



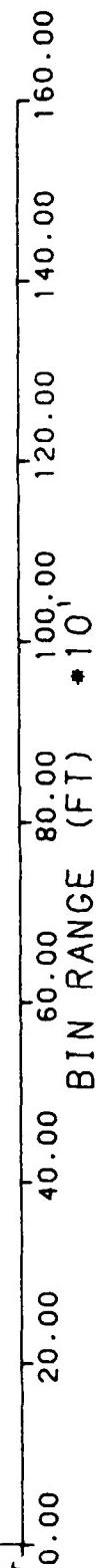
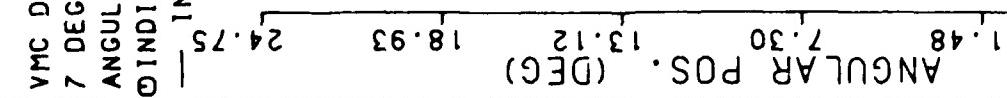
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

\*

\*

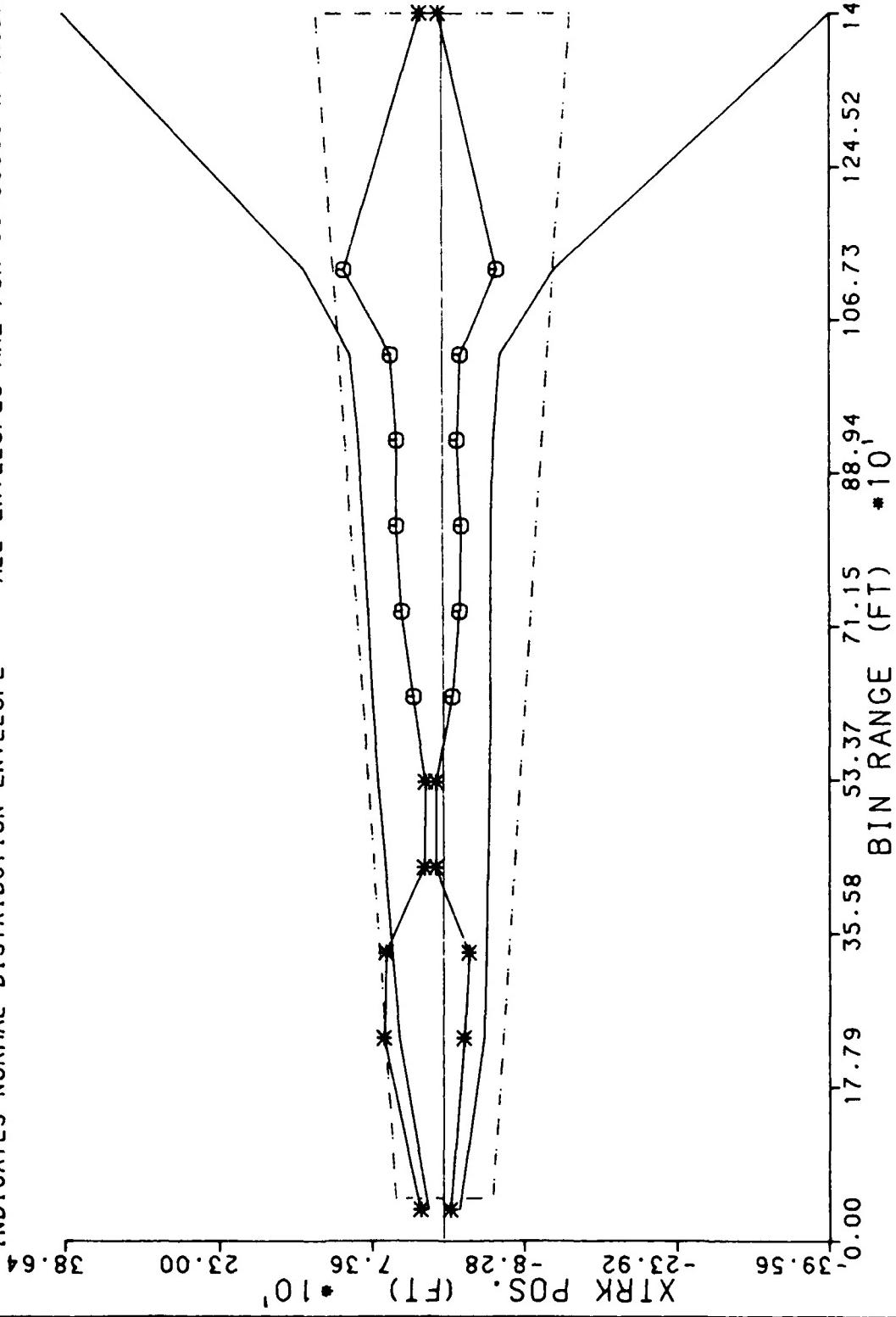


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE CURVED APPROACHES  
CROSSTRAK POSITION (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

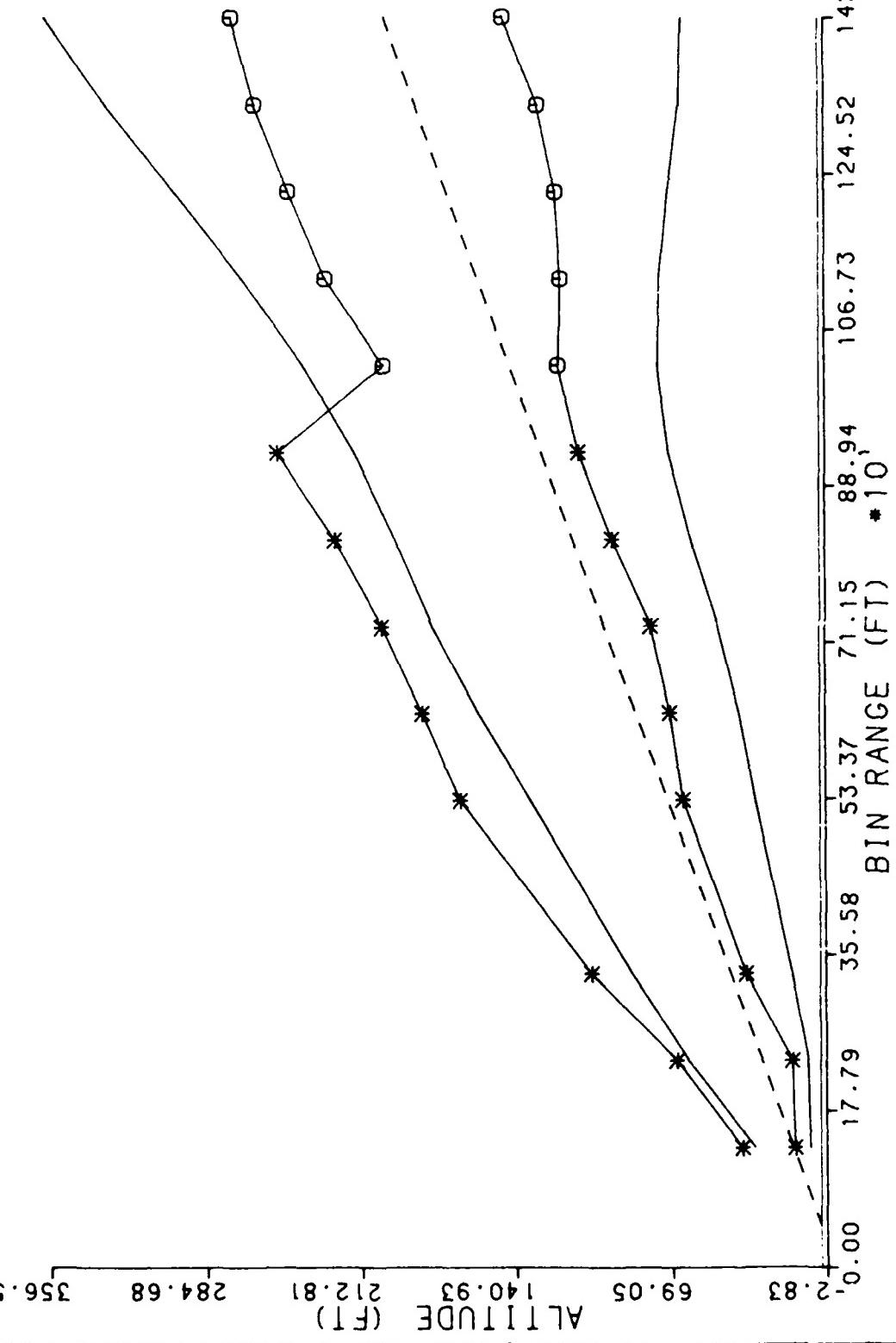
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- QHE DATA ONLY  
8 DEGREE CURVED APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

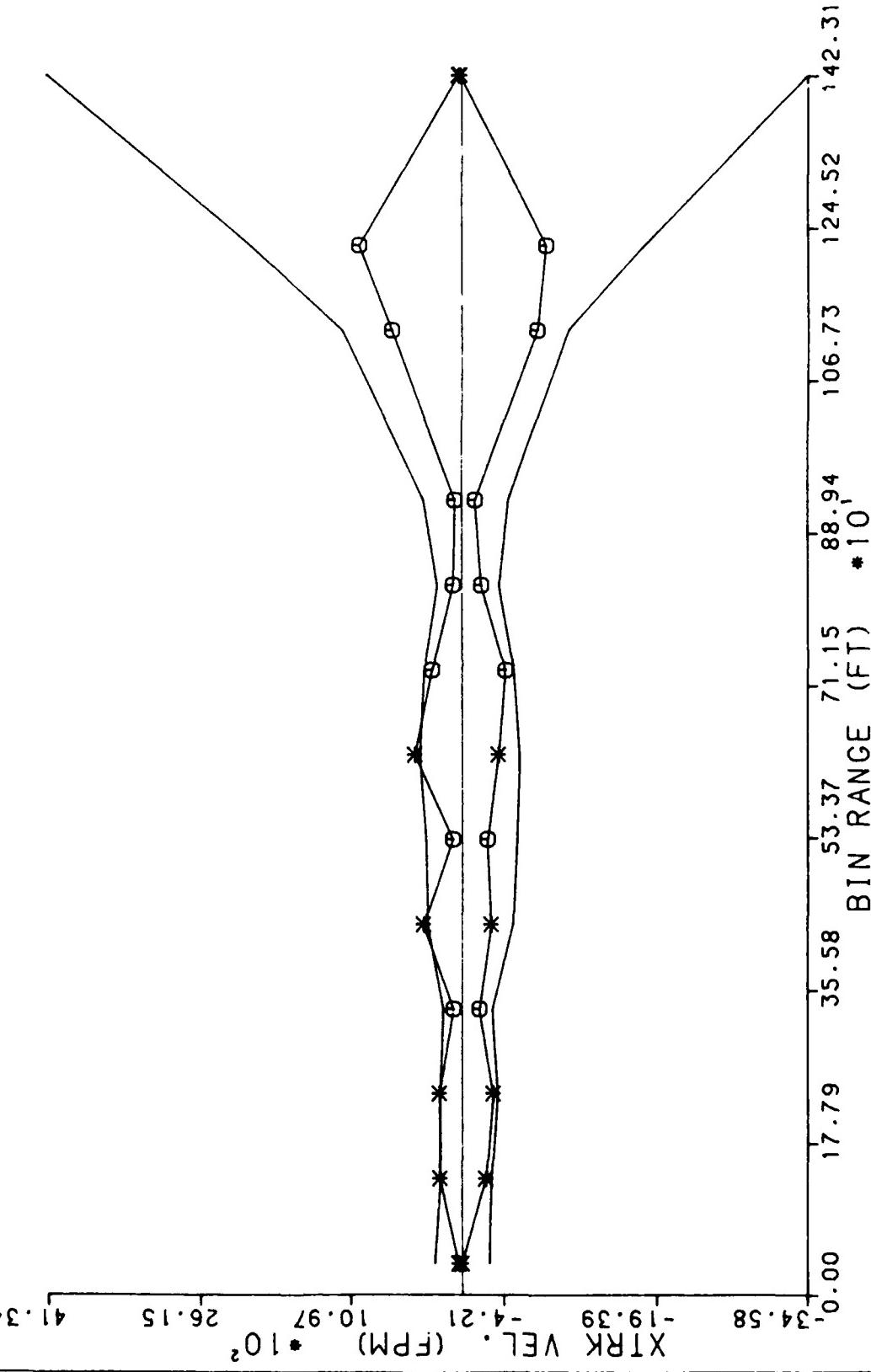
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 CROSSTRAK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, N.J. 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE CURVED APPROACHES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

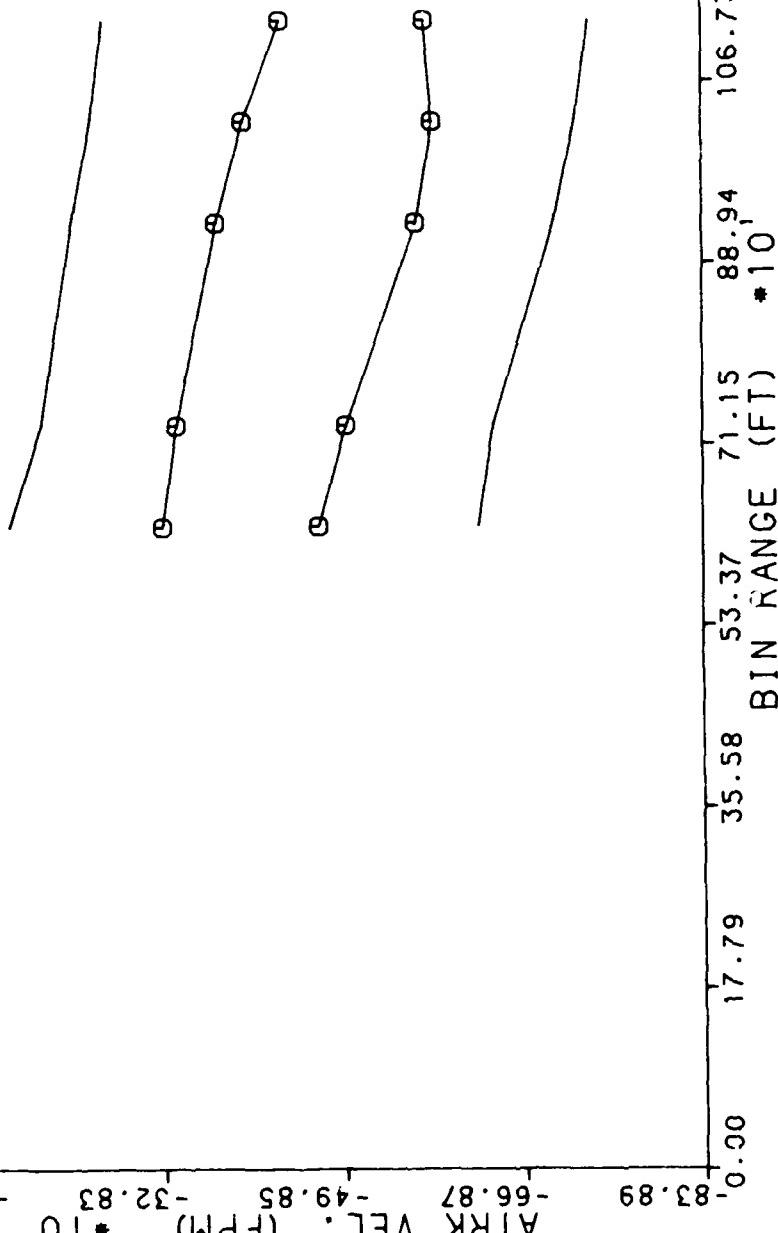
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

K-44

ATRK VEL. (FPM) \* 10<sup>2</sup>

-83.89 -66.87 -49.85 -32.83 -15.81 1.21

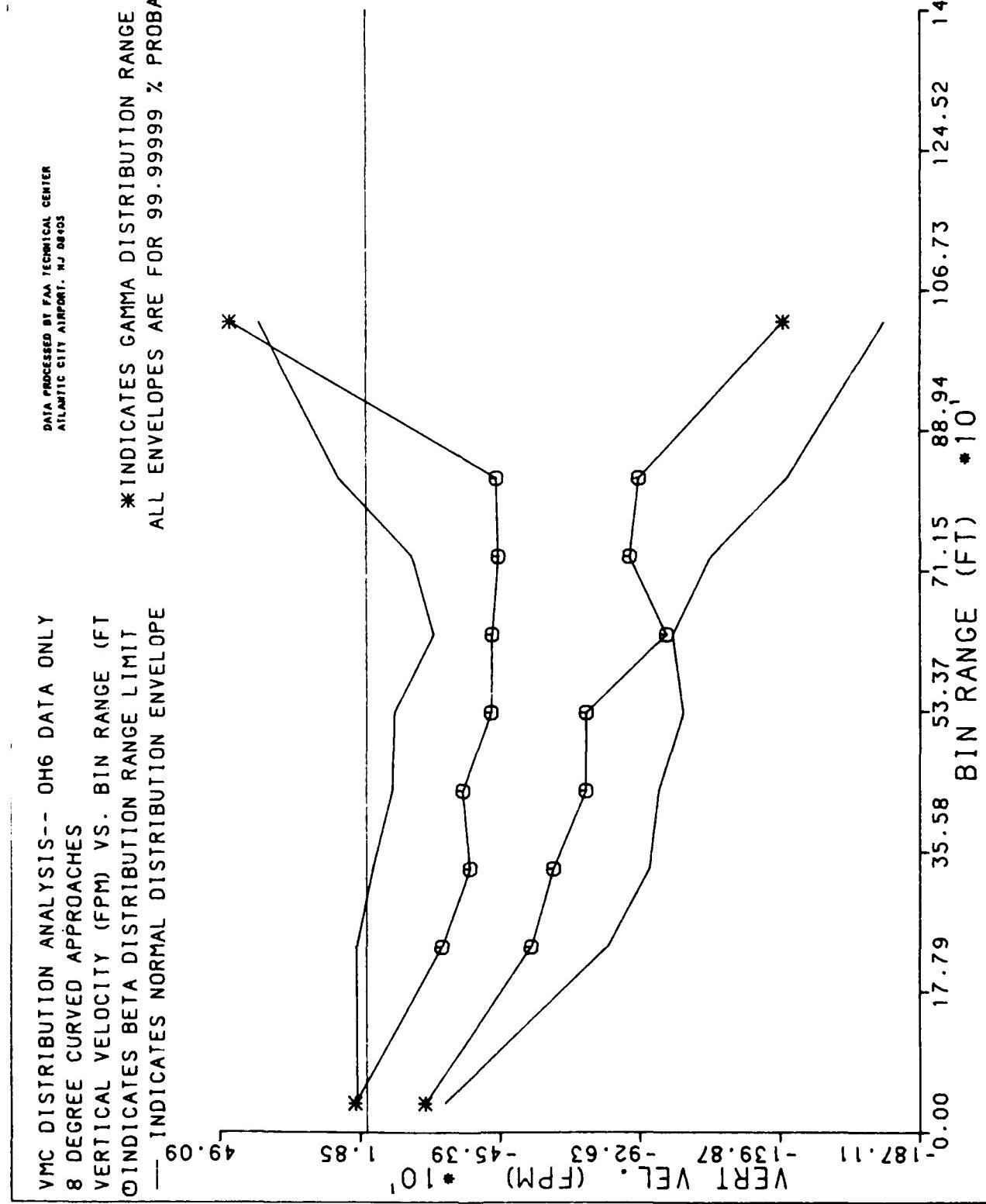


0.30	17.79	35.58	53.37	71.15	88.94	106.73	124.52	142.31
BIN RANGE (FT)								* 10 <sup>2</sup>

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

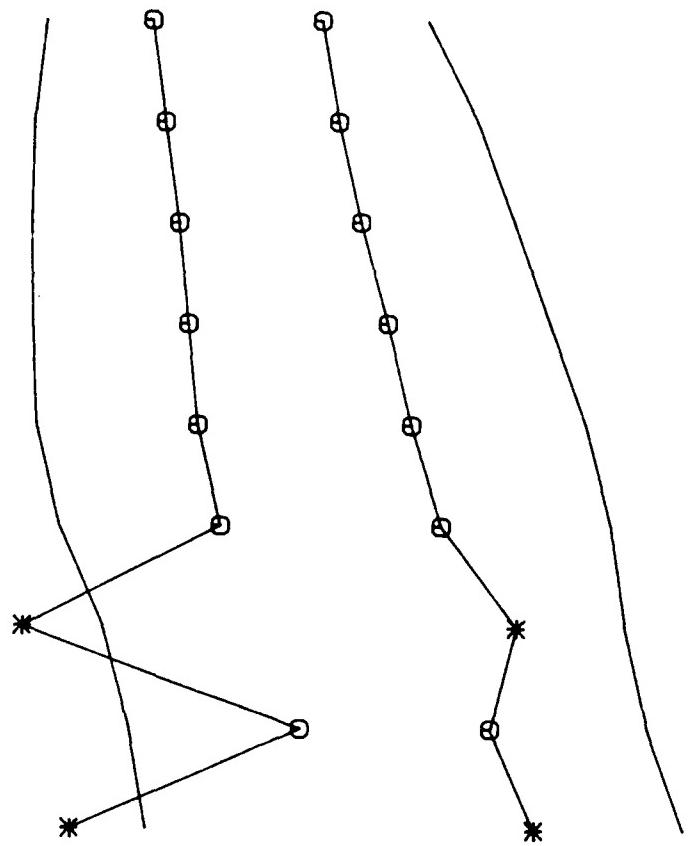
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08305

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



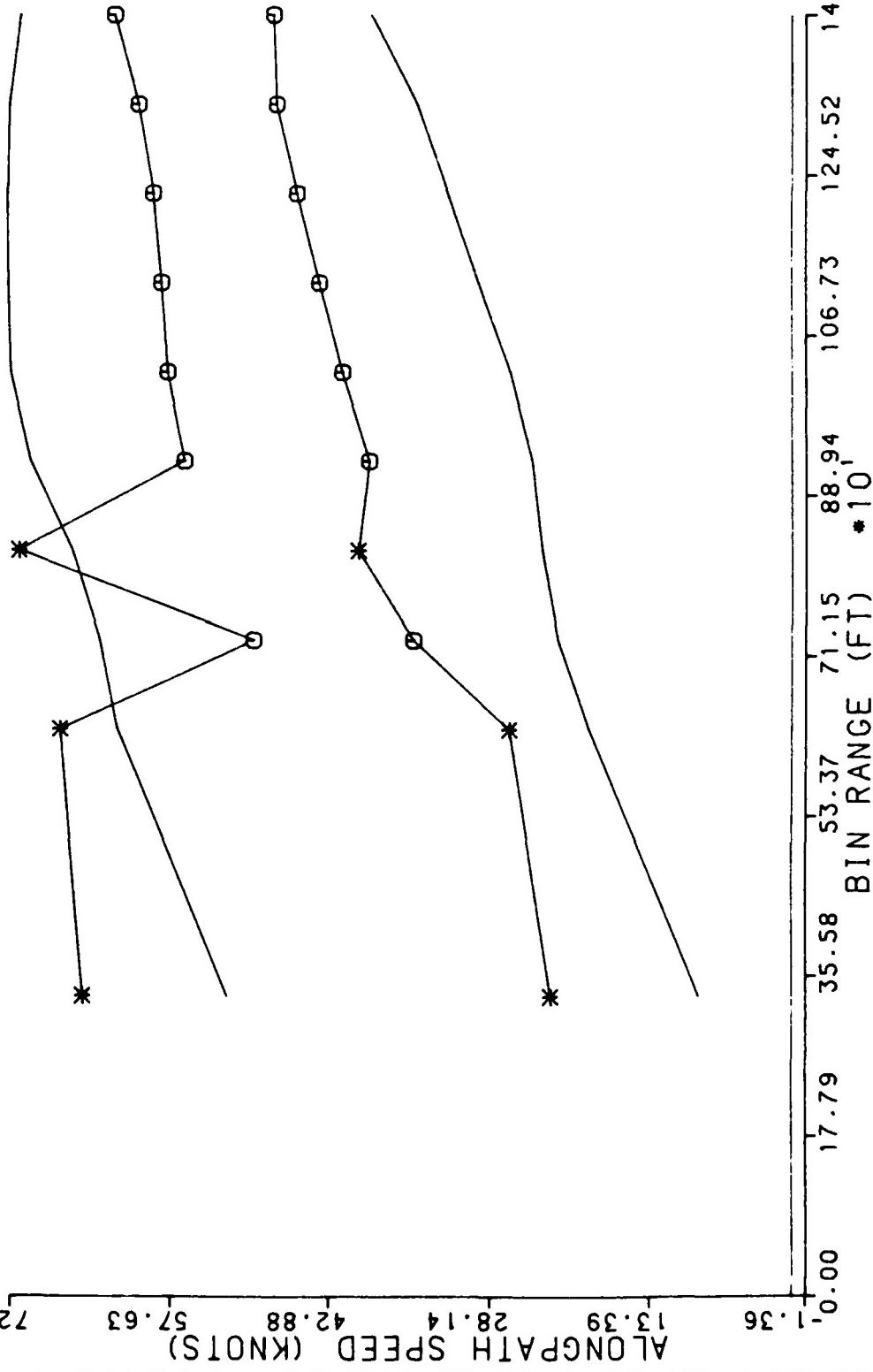
GROUNDSPEED (KNOTS)

BIN RANGE (FT)	1.24	17.79	35.58	53.37	71.15	88.94	106.73	124.52	142.31
DATA POINTS	—	○	○	○	○	○	○	○	○

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 8 DEGREE CURVED APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

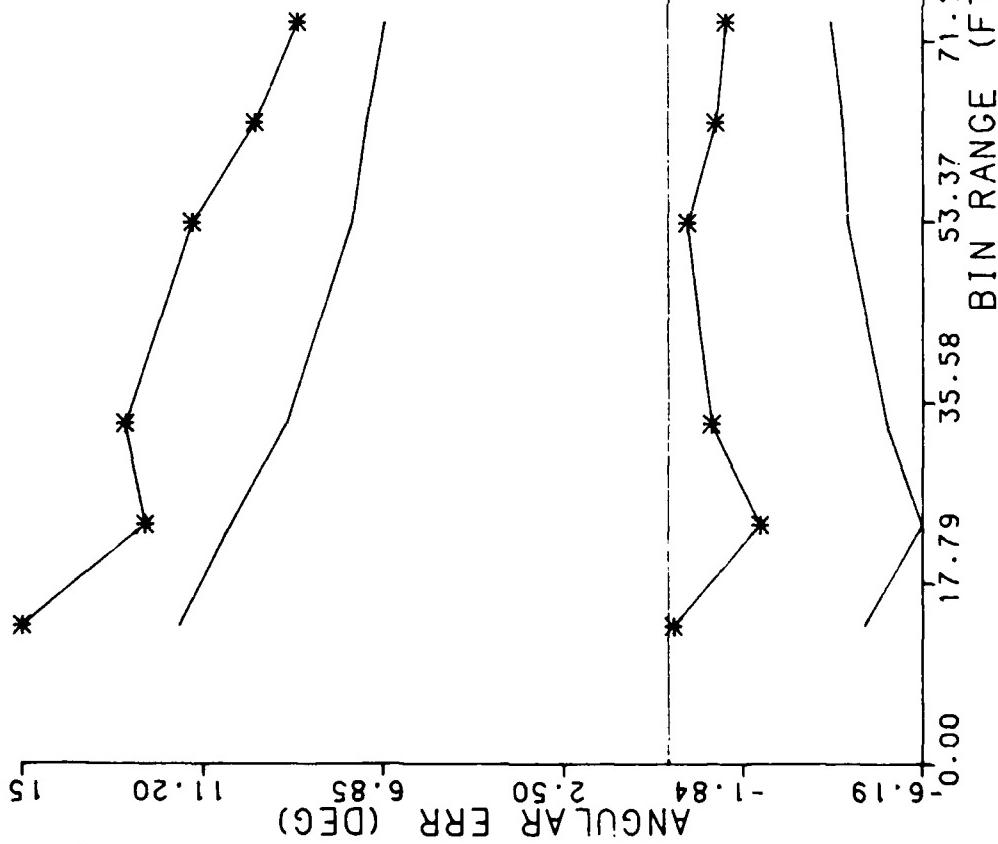
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

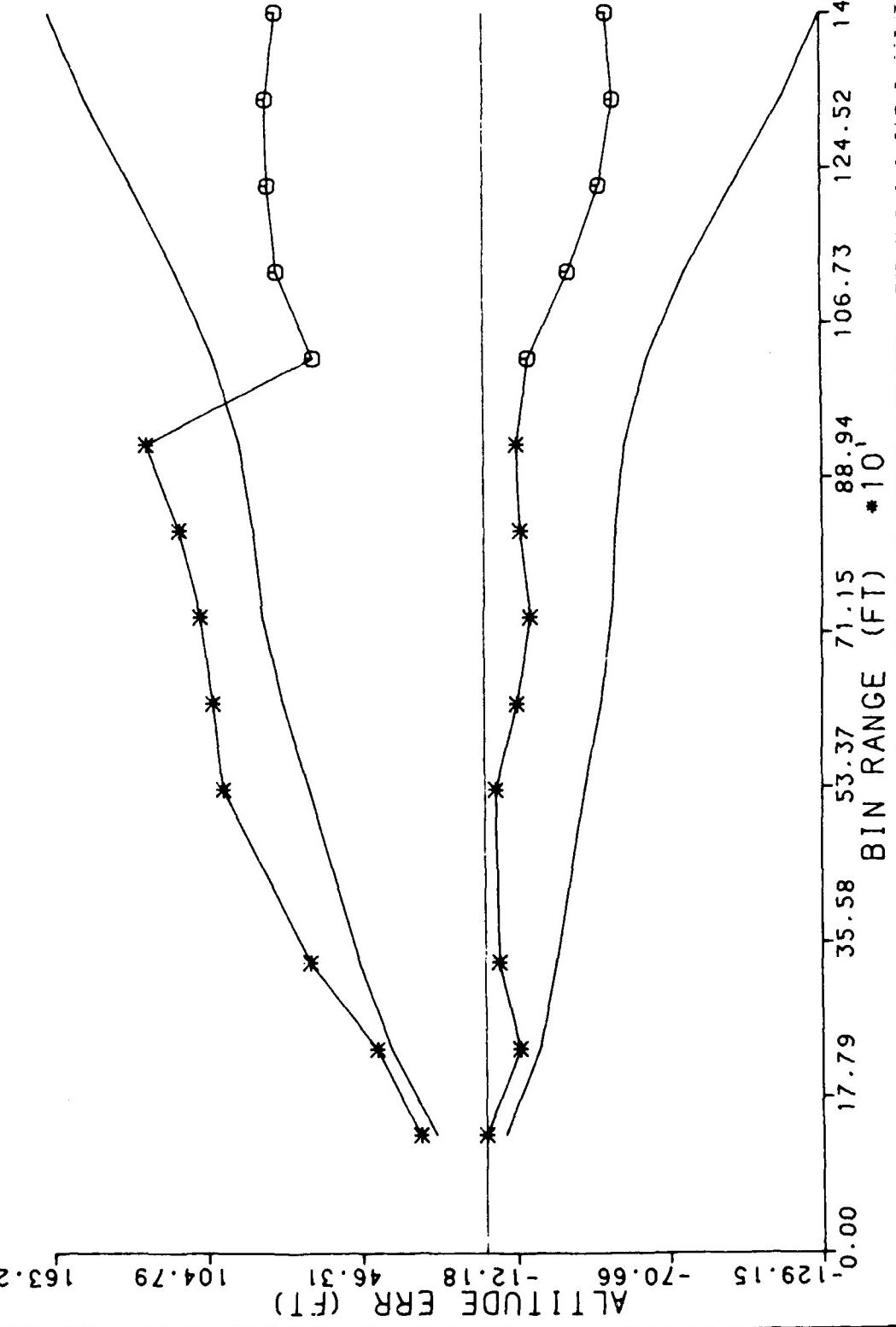
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE CURVED APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

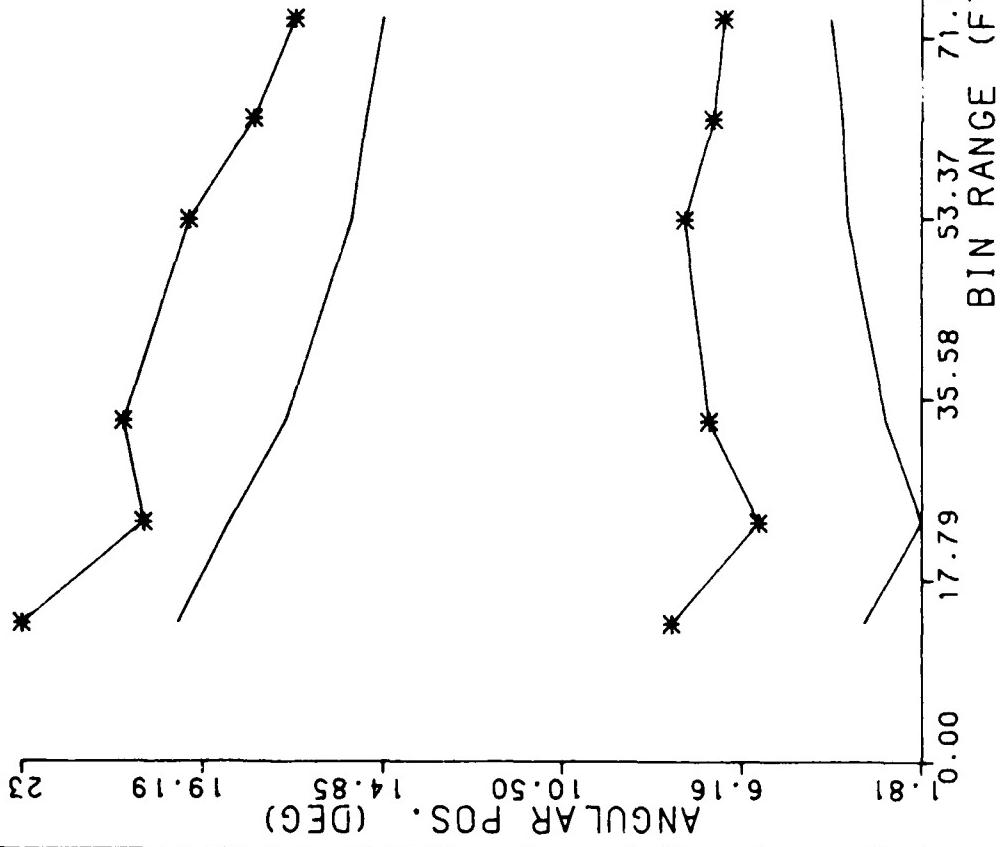
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
8 DEGREE CURVED APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, N.J., 08803

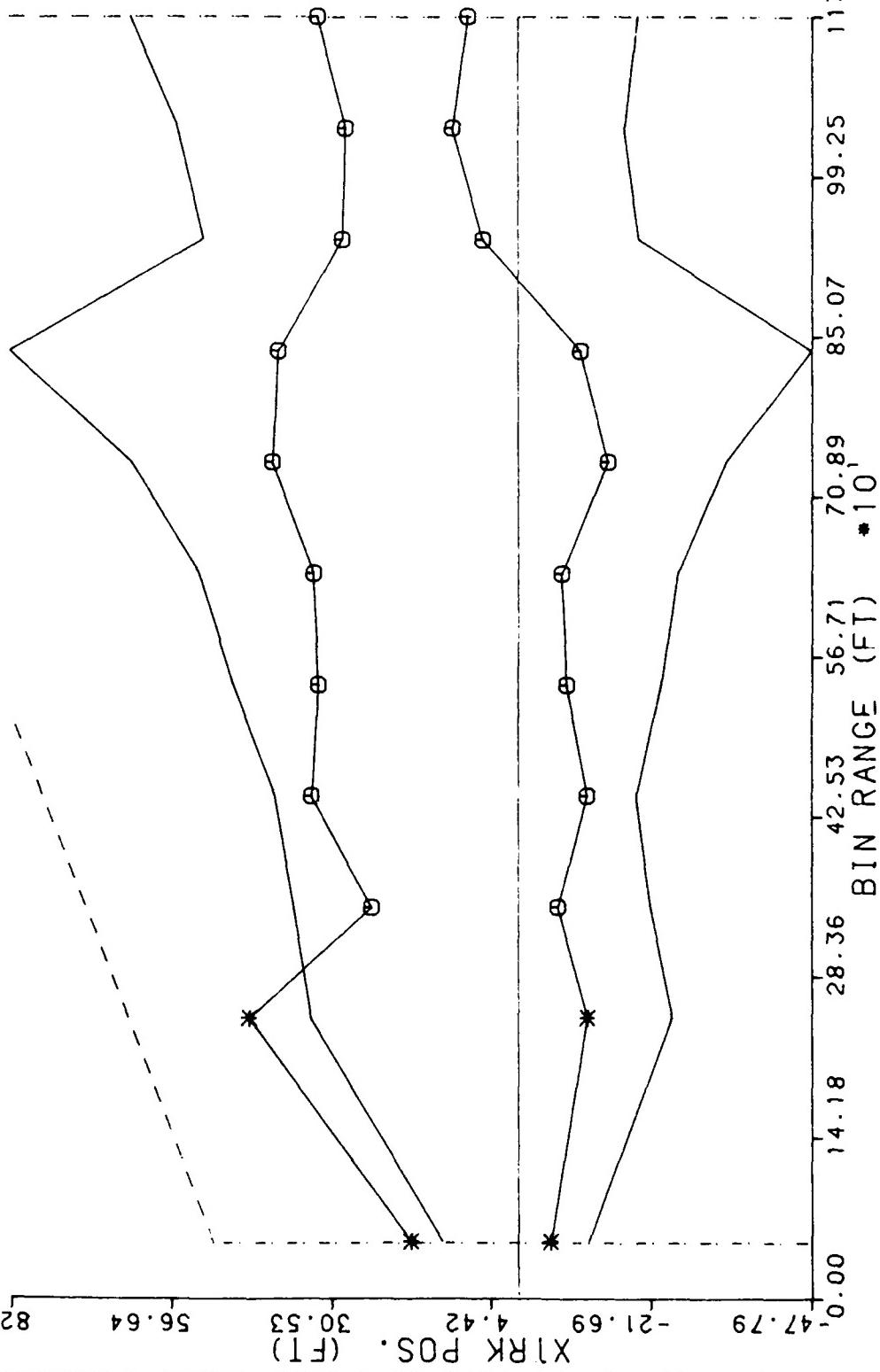
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED APPROACHES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
○ INDICATES FA APPROACH SURFACE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

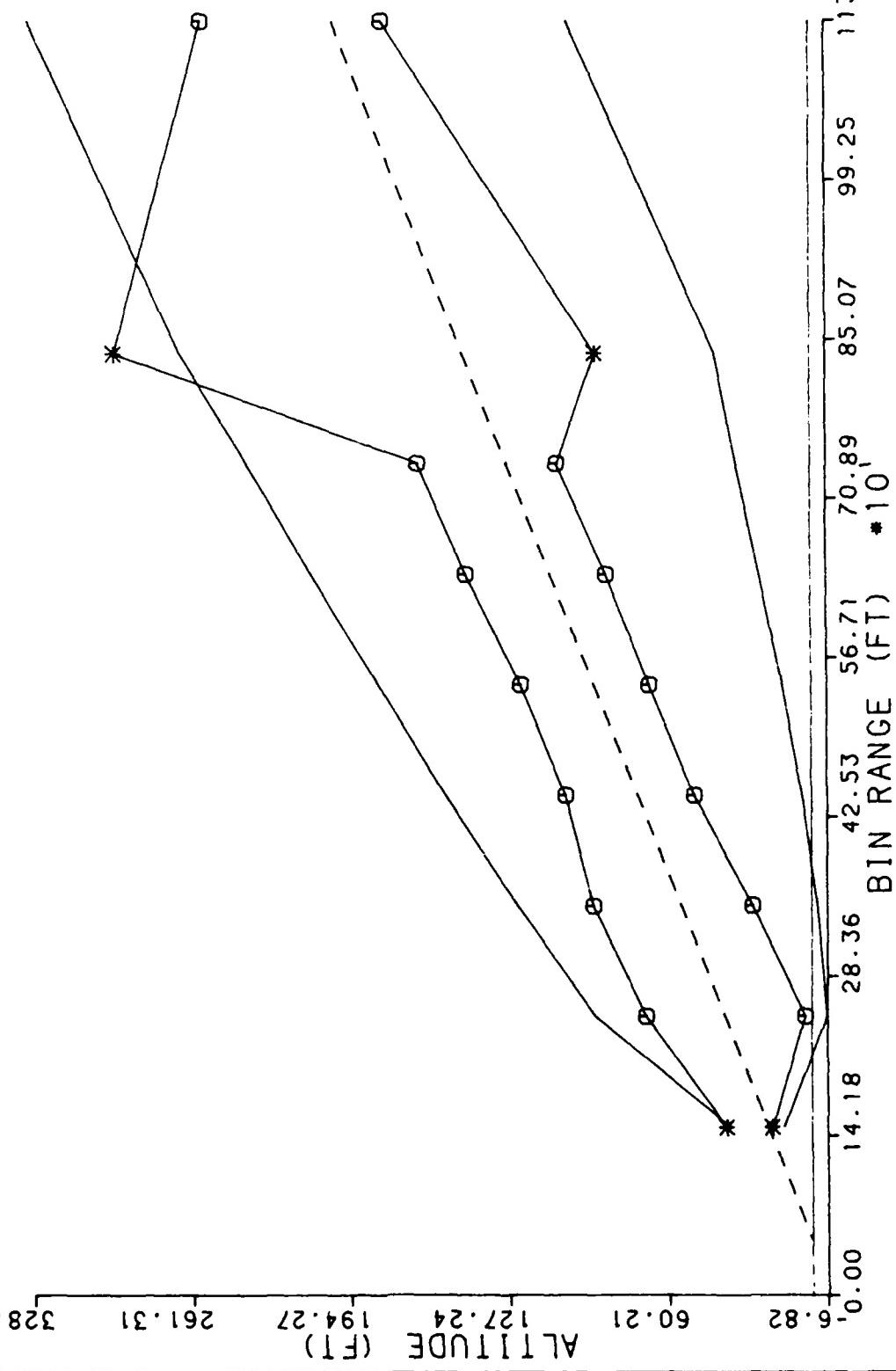
— INDICATES FA APPROACH SURFACE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
○ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTA CITY AIRPORT: NO 24483

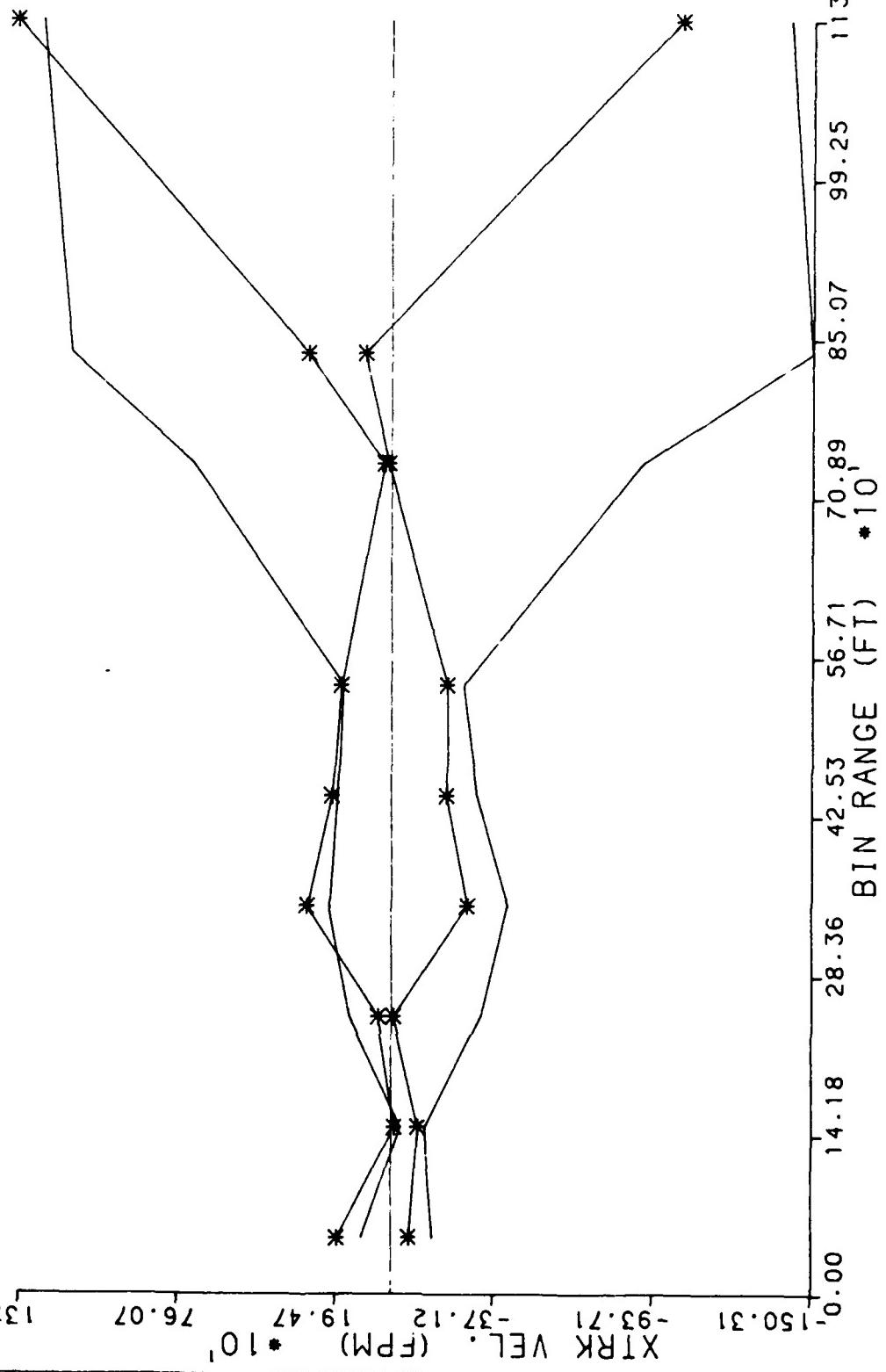
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED APPROACHES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

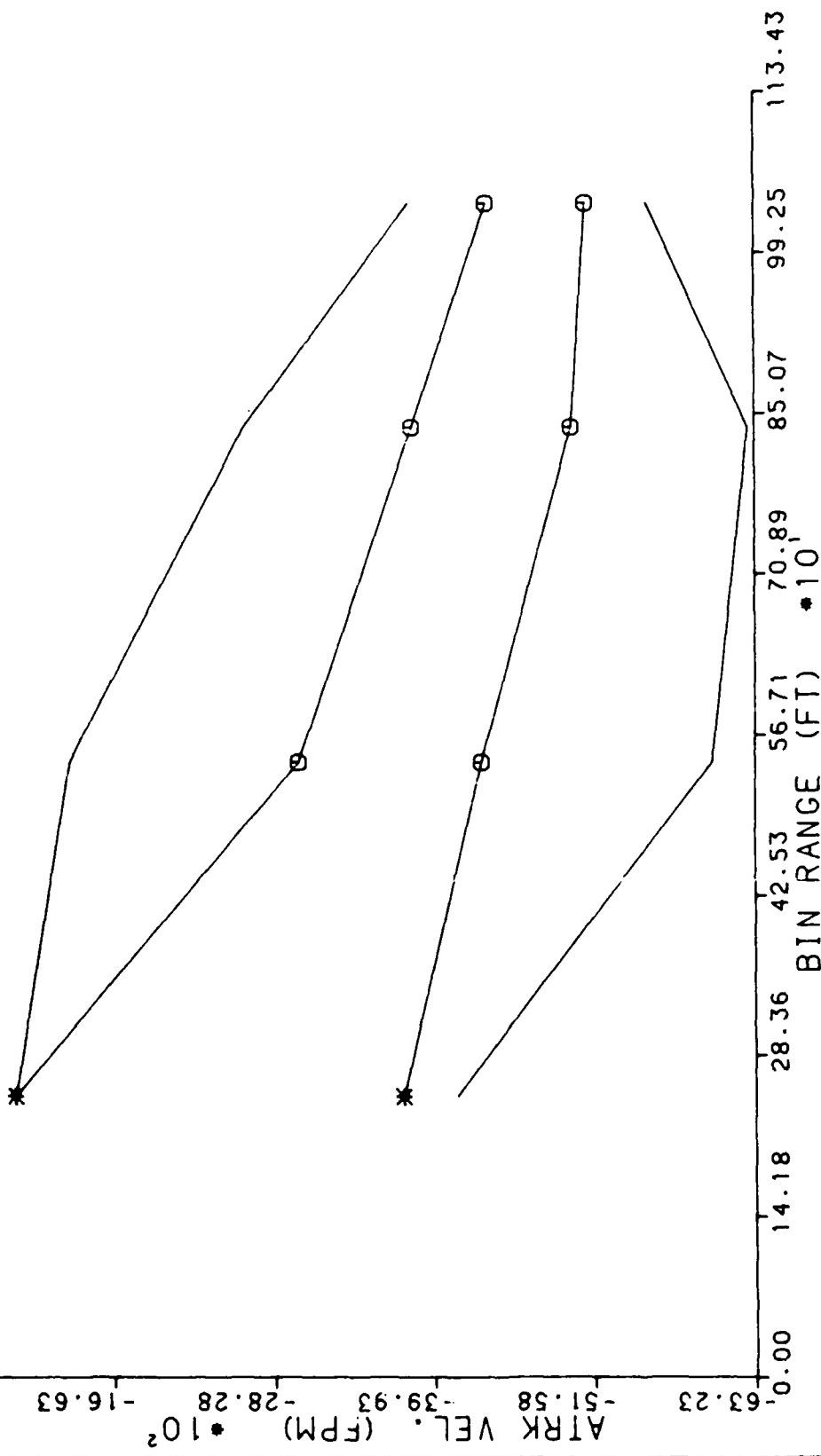
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, N.J. 08405

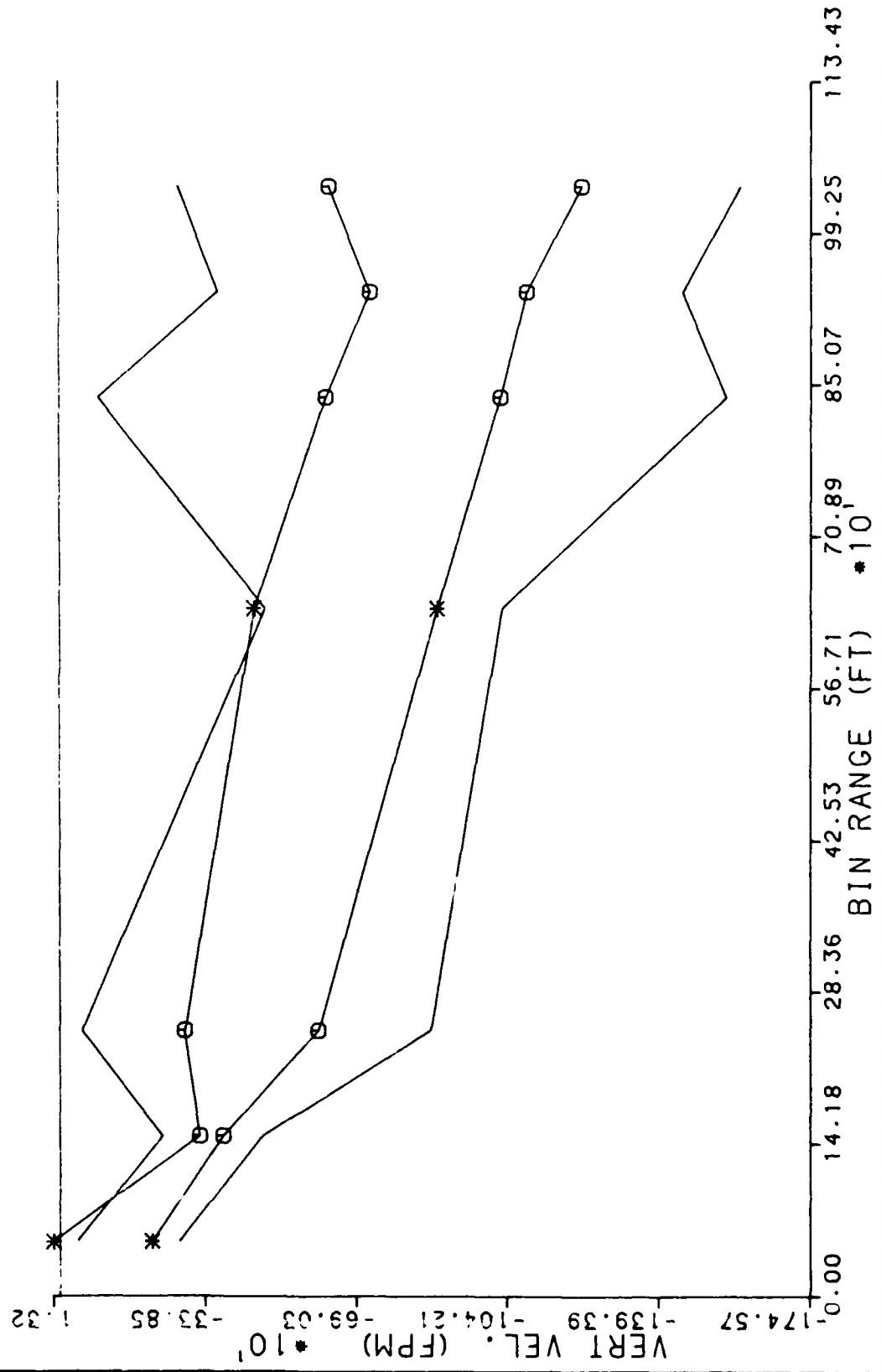
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999% PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

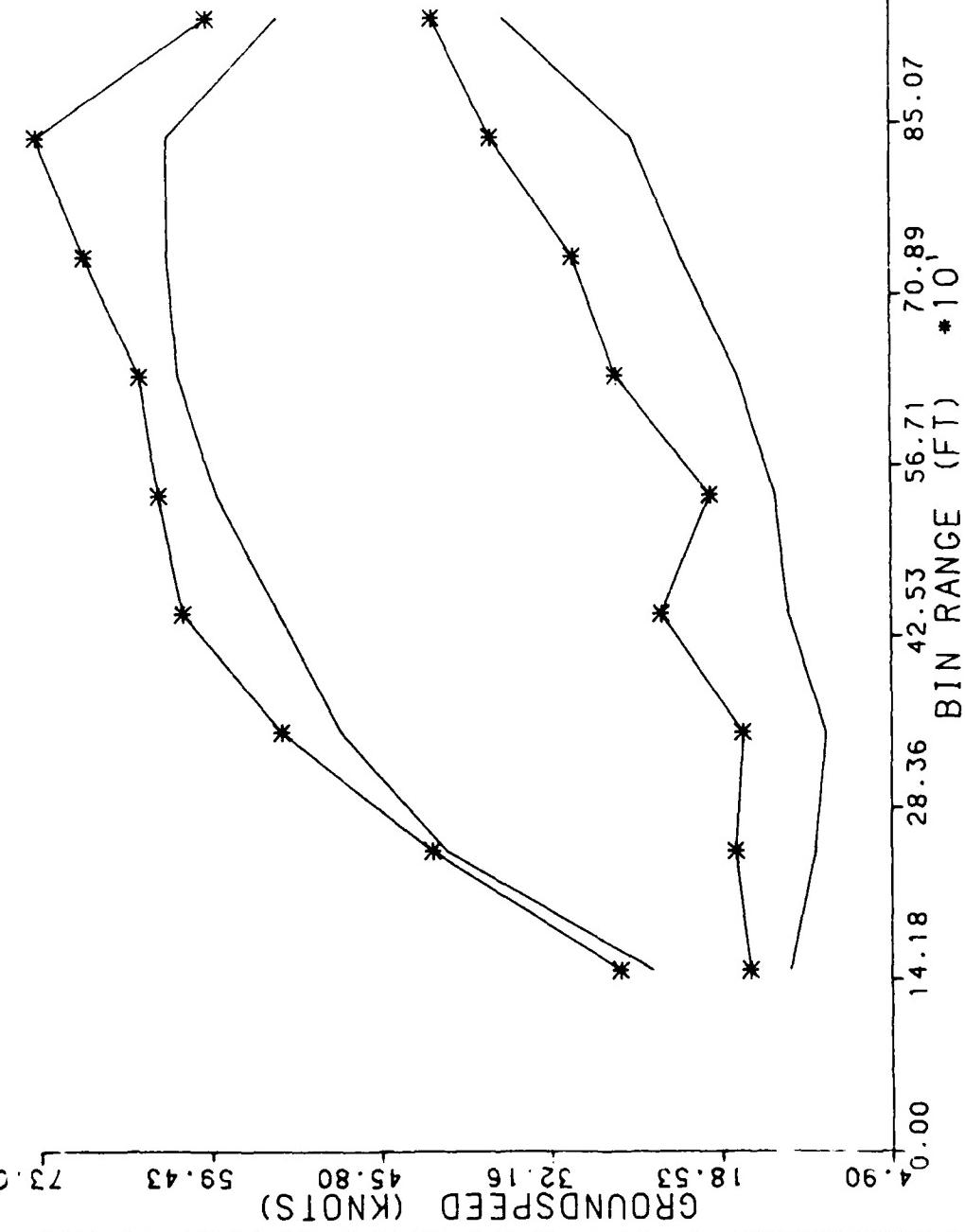
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED APPROACHES  
GROUND SPEED (KNOTS) VS. BIN RANGE (FT)  
Φ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ QB405

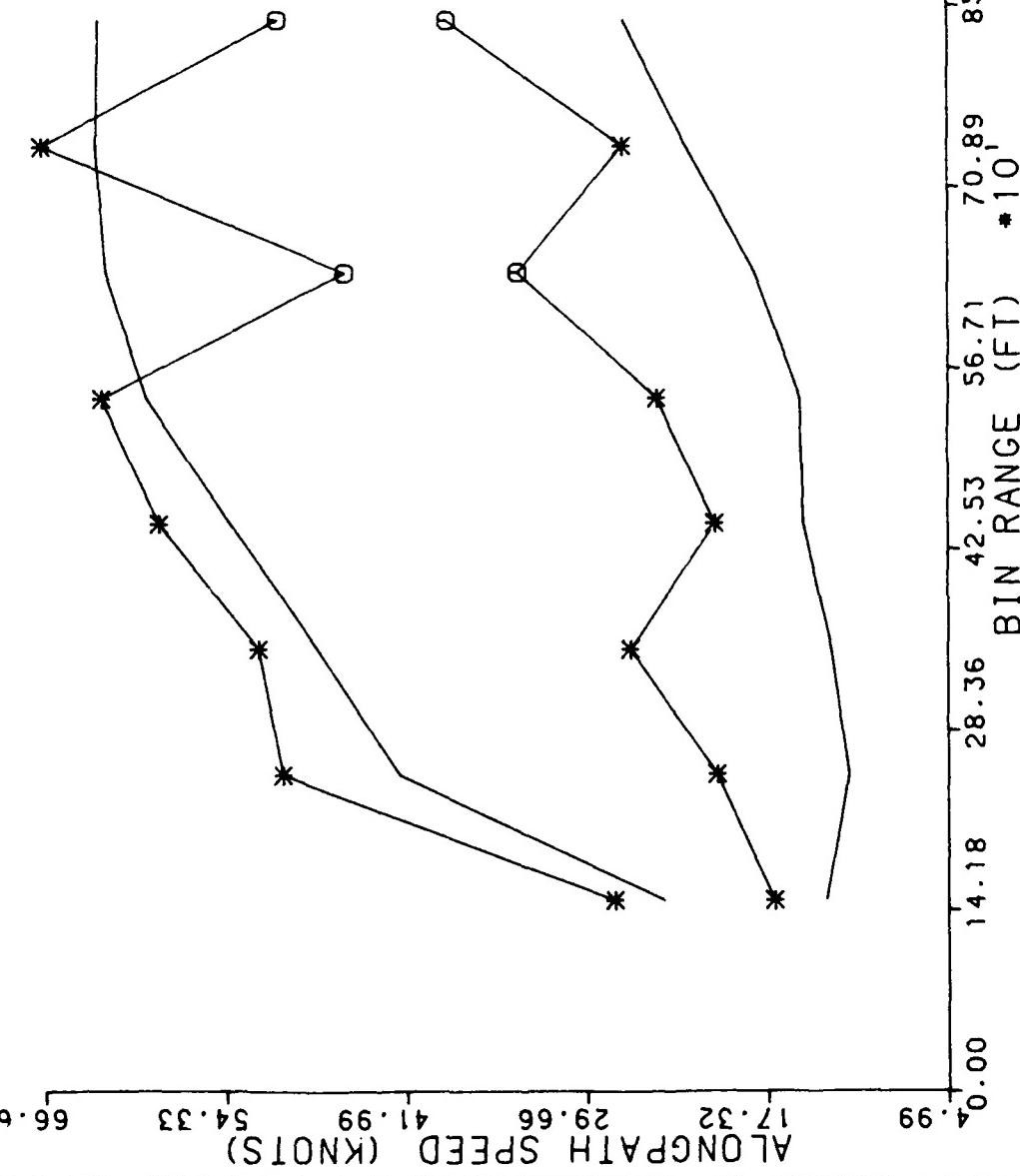
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08305

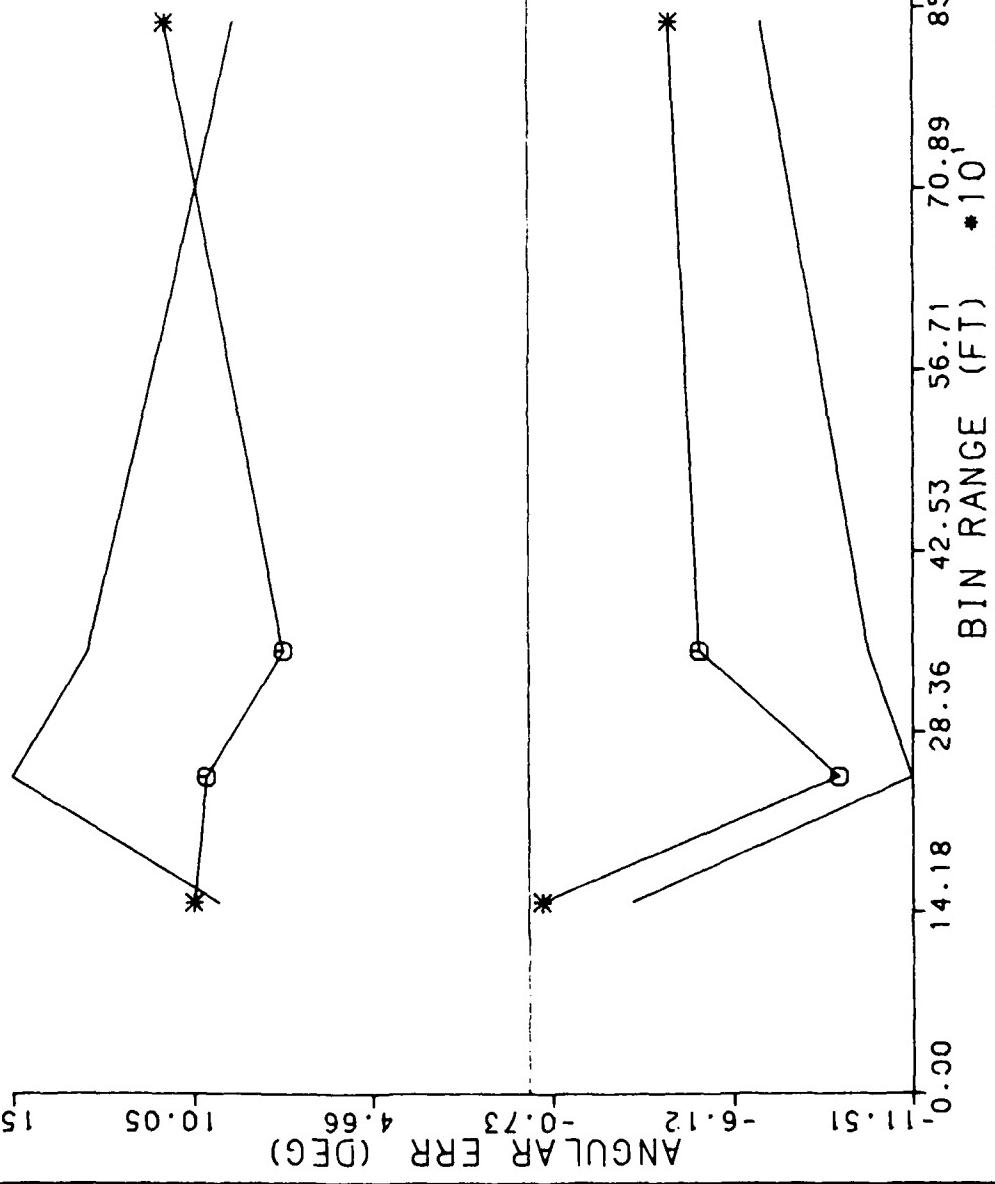
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08303

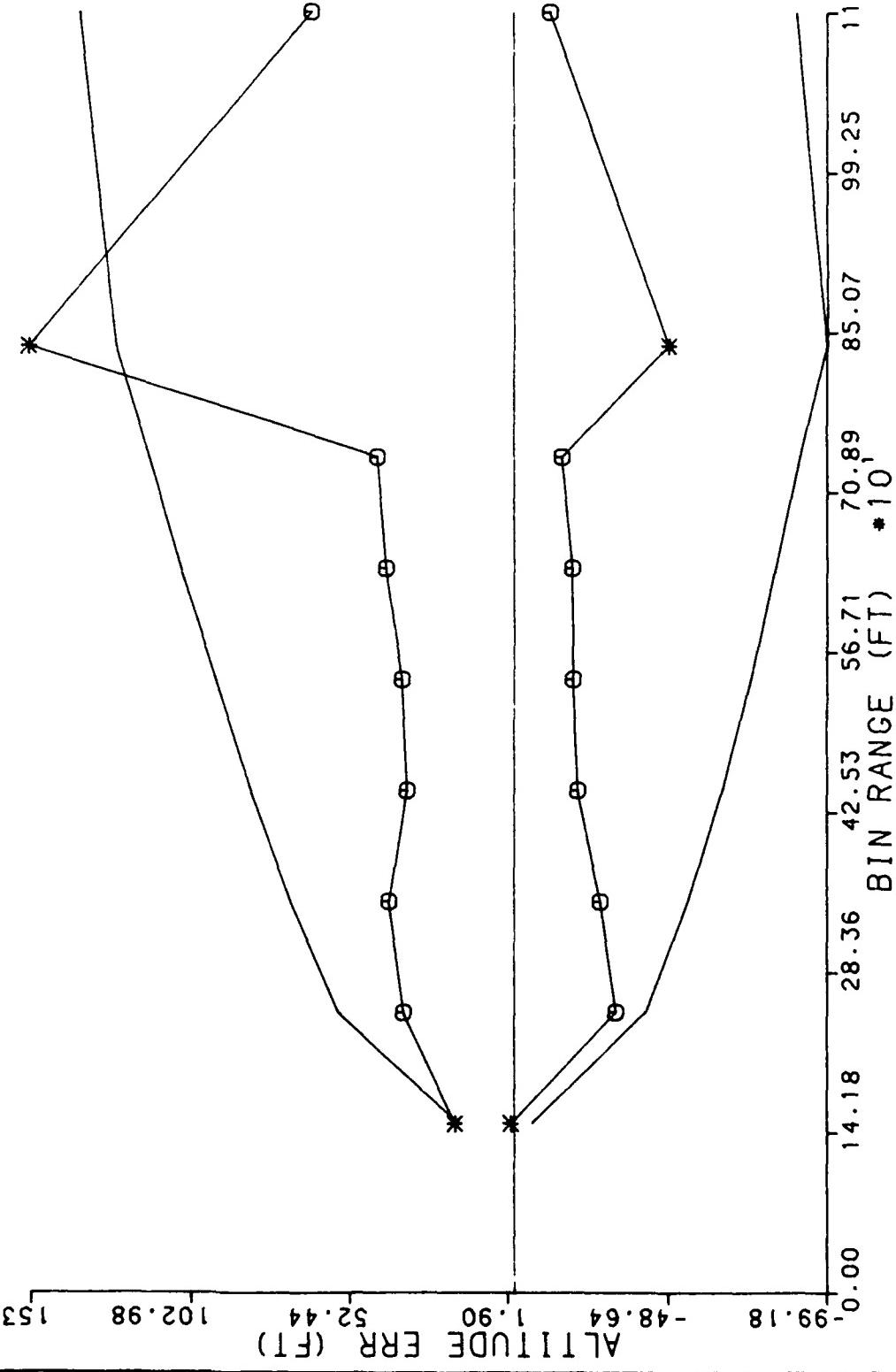
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE CURVED APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 Θ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

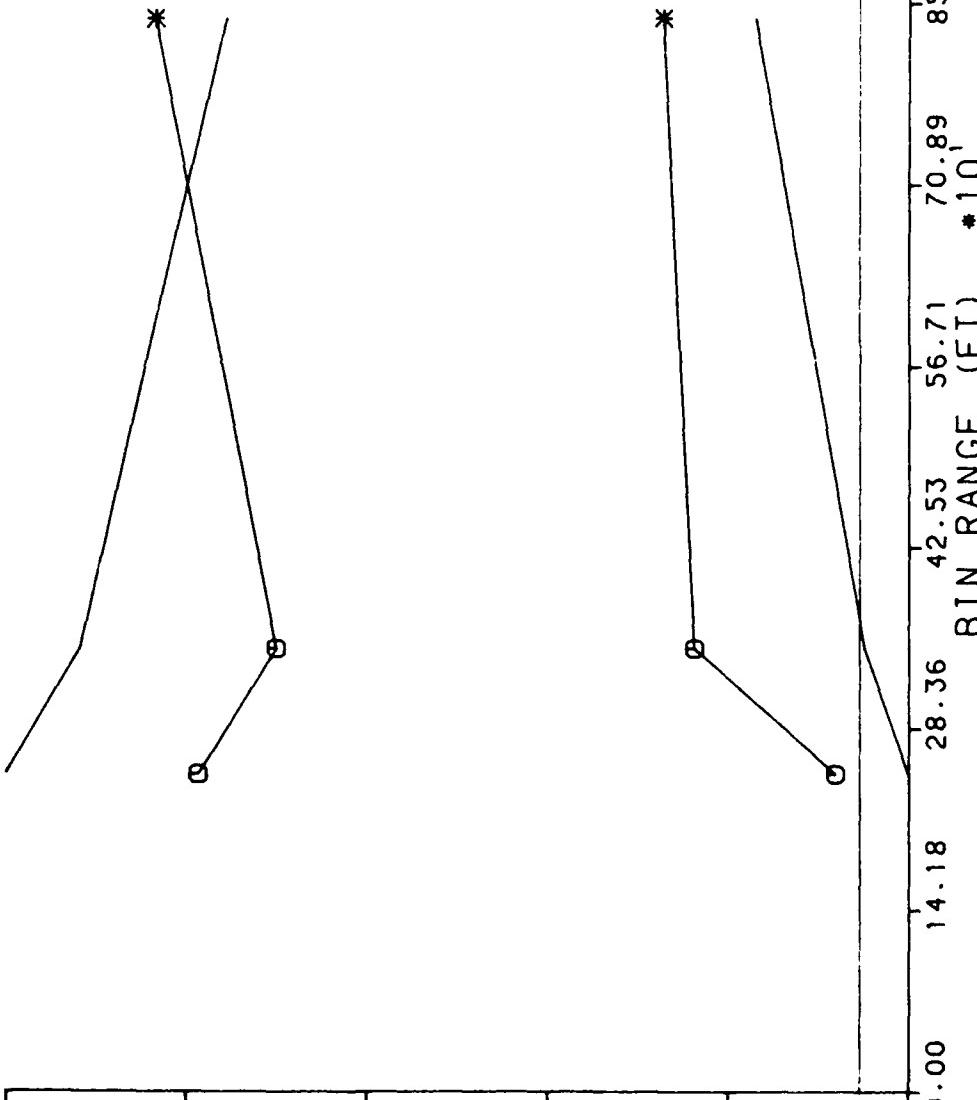


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08005

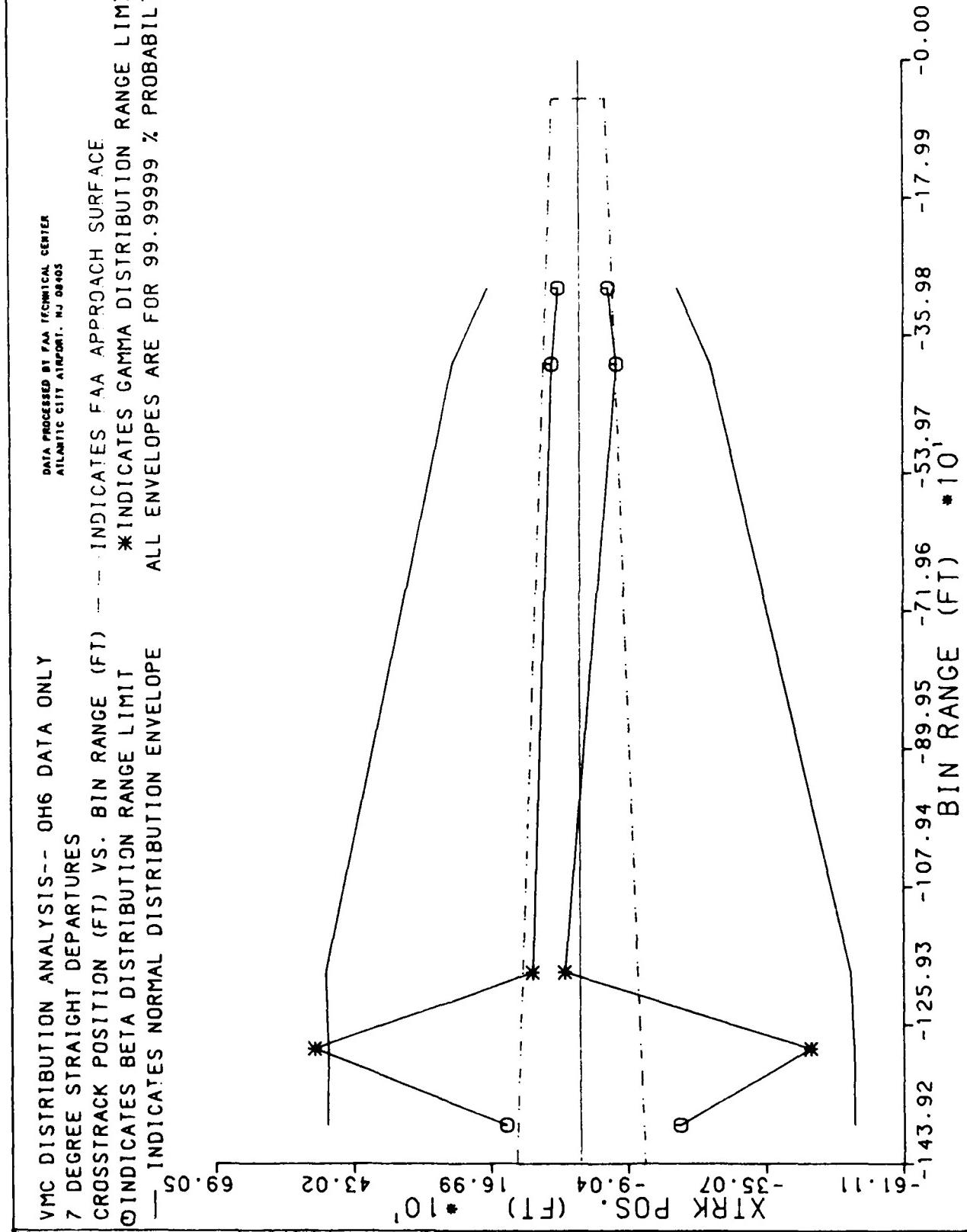
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

1.51  
1.00  
0.88  
0.27  
14.18  
14.66  
20.05  
25.44  
ANGULAR POS. (DEG)



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

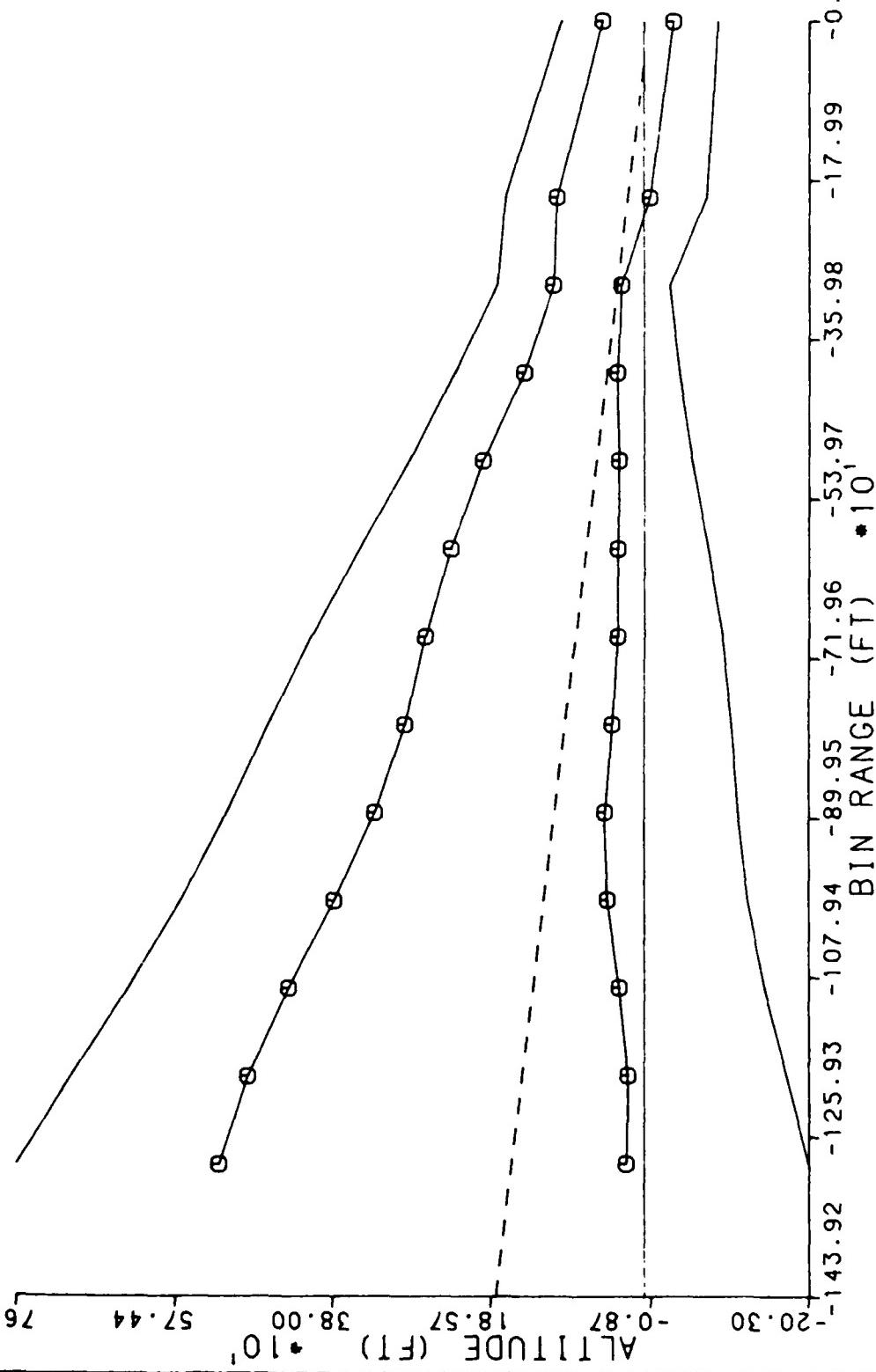
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

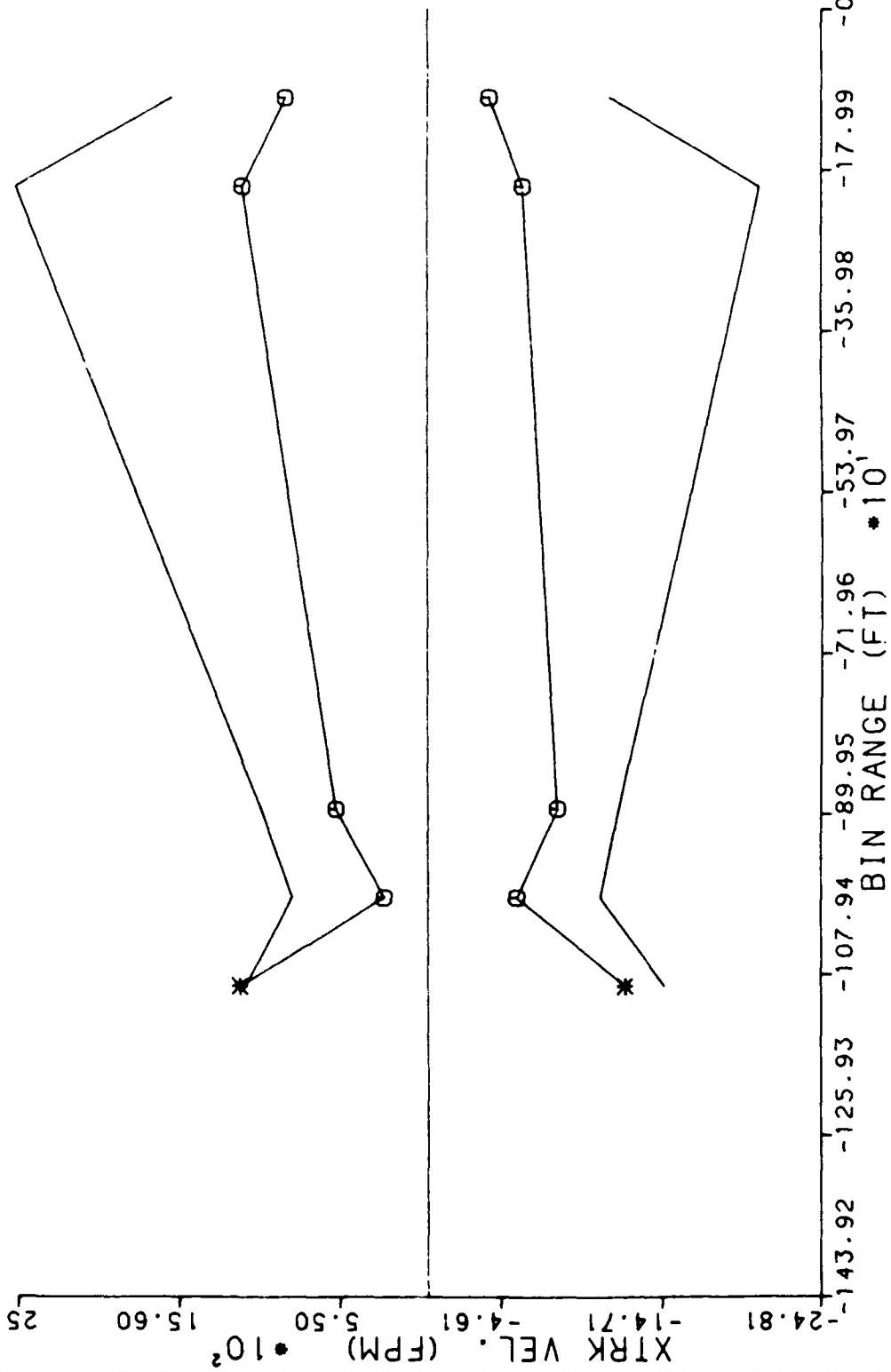
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

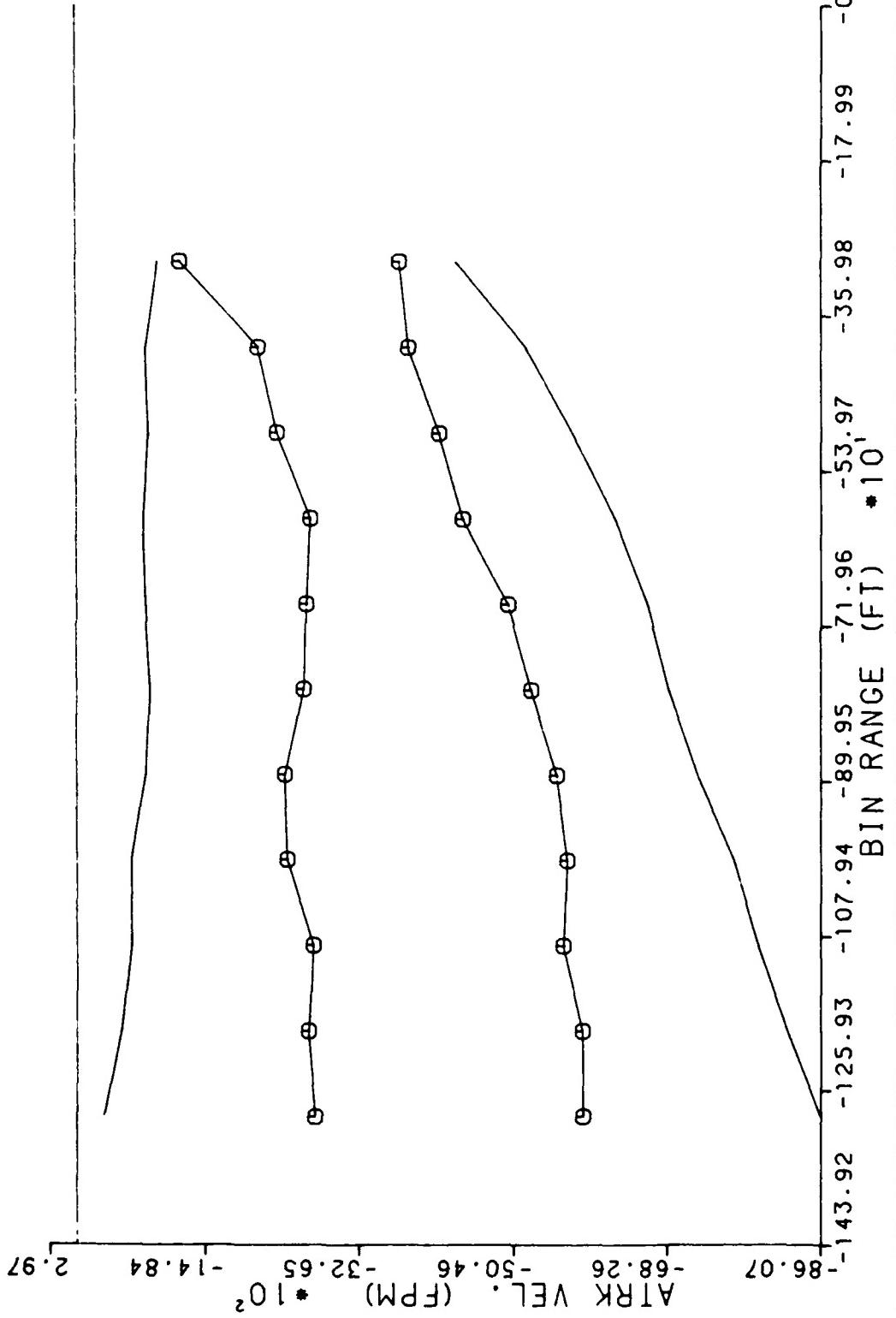
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
Φ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

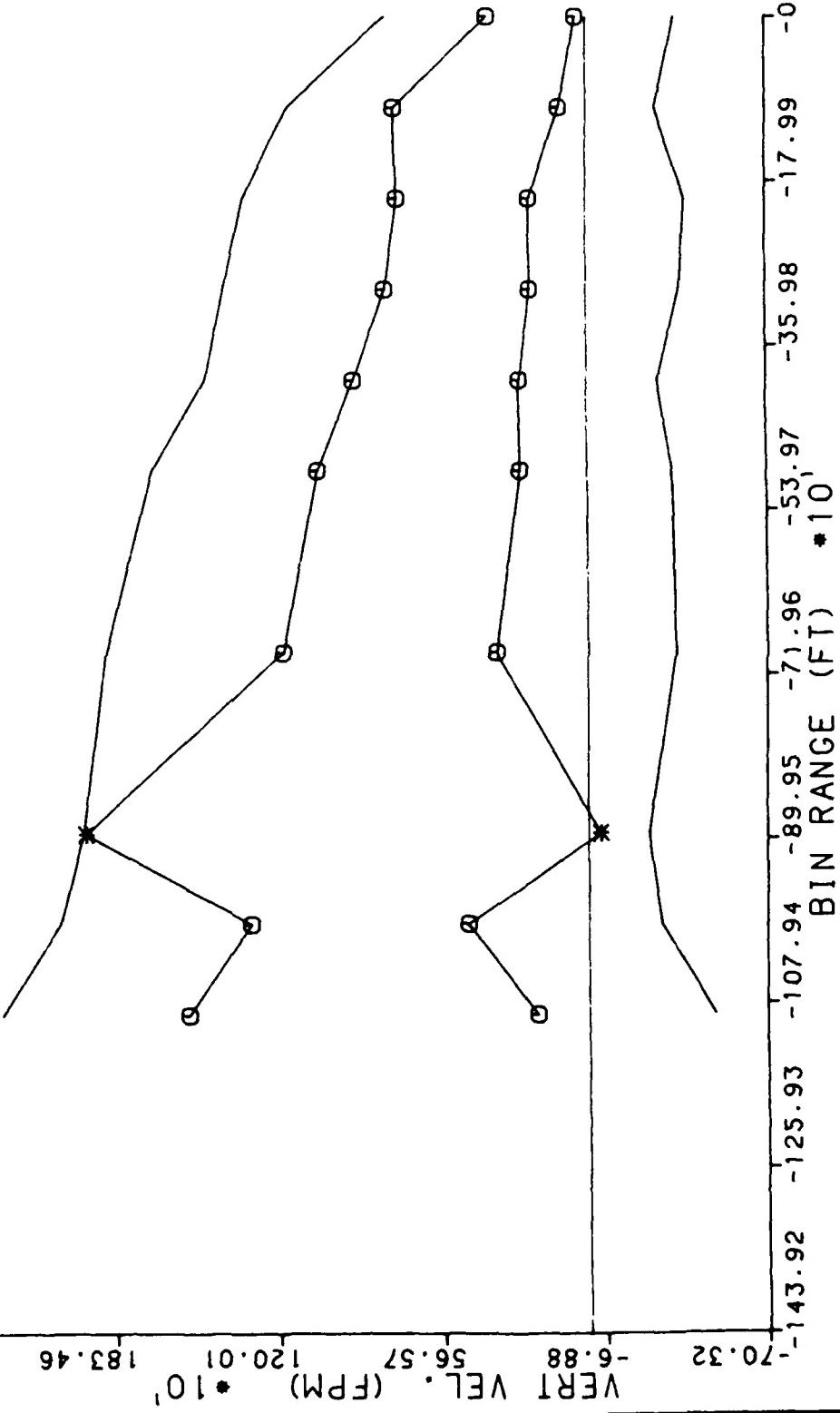
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- JH6 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

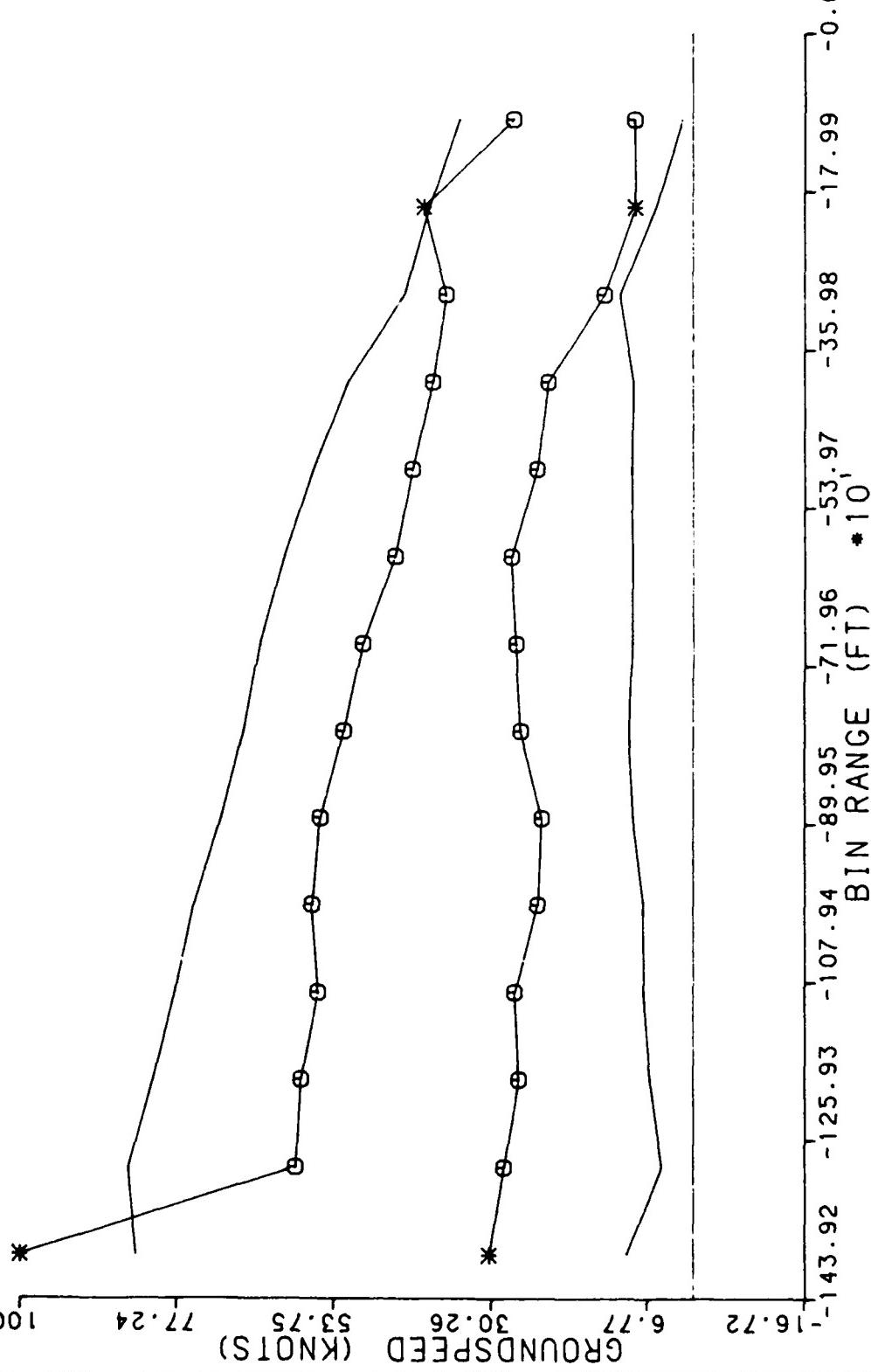
DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 20465

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)

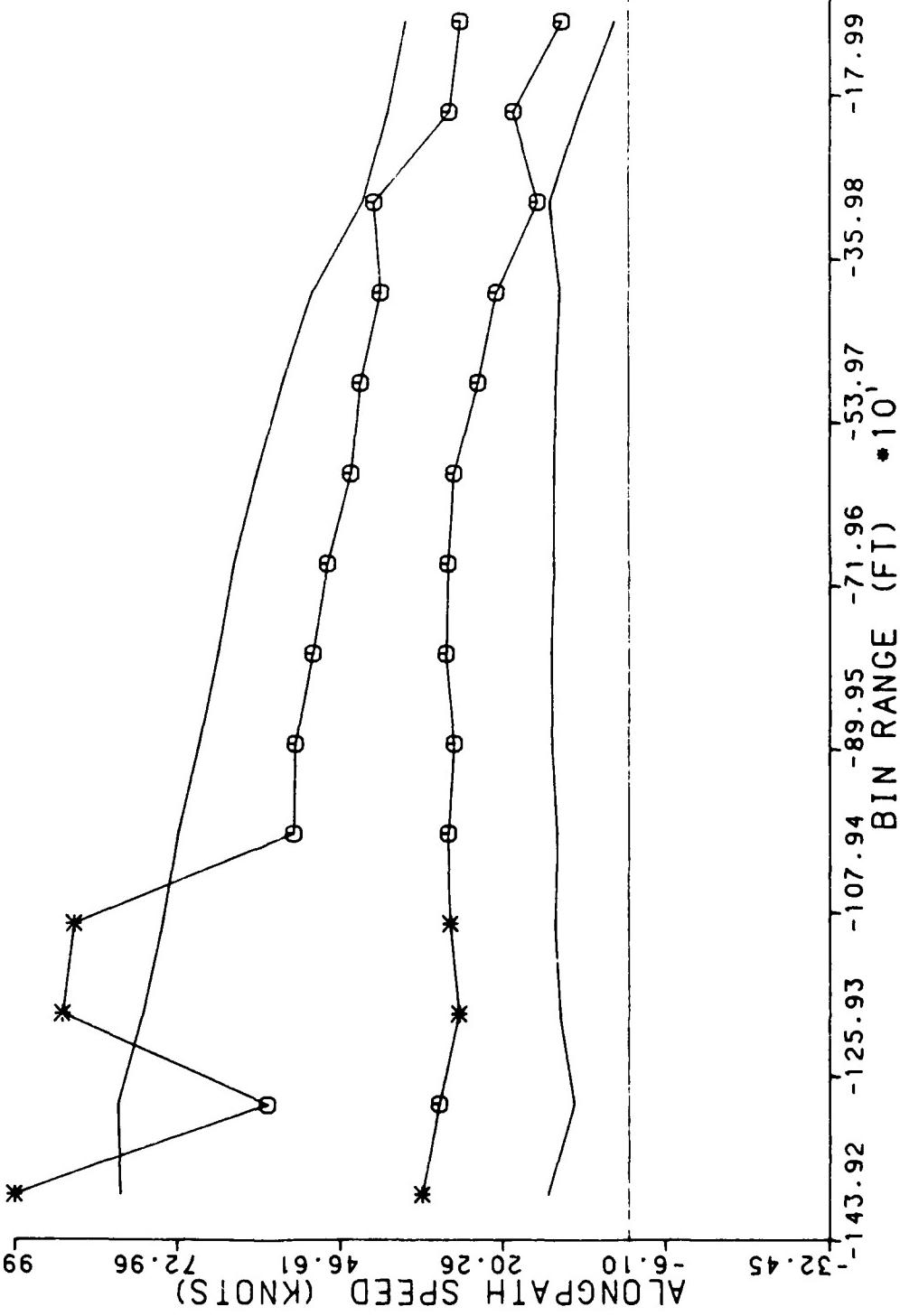
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
○ INDICATES NORMAL DISTRIBUTION ENVELOPE  
? INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 $\ominus$  INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY

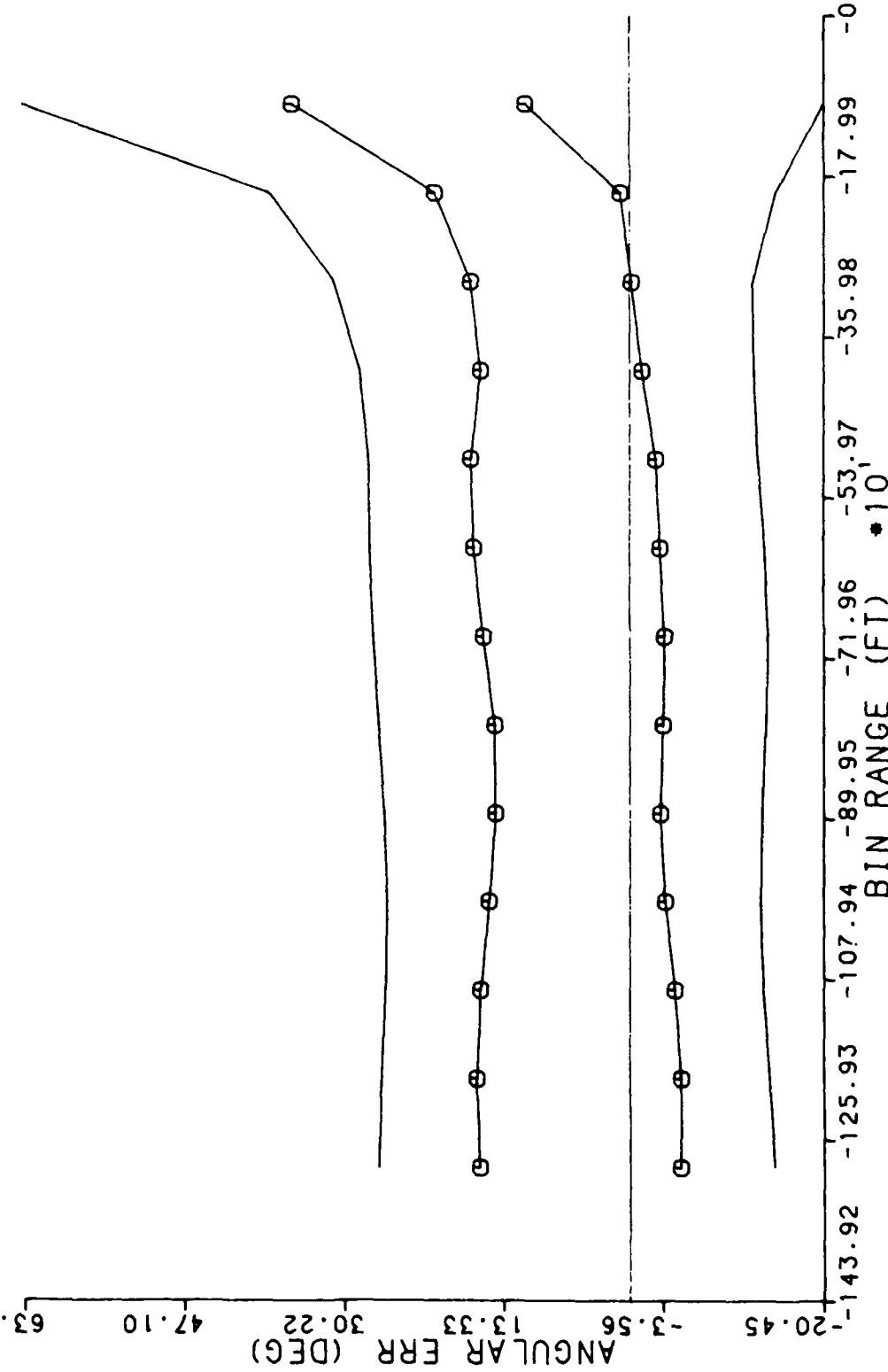
7 DEGREE STRAIGHT DEPARTURES

ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

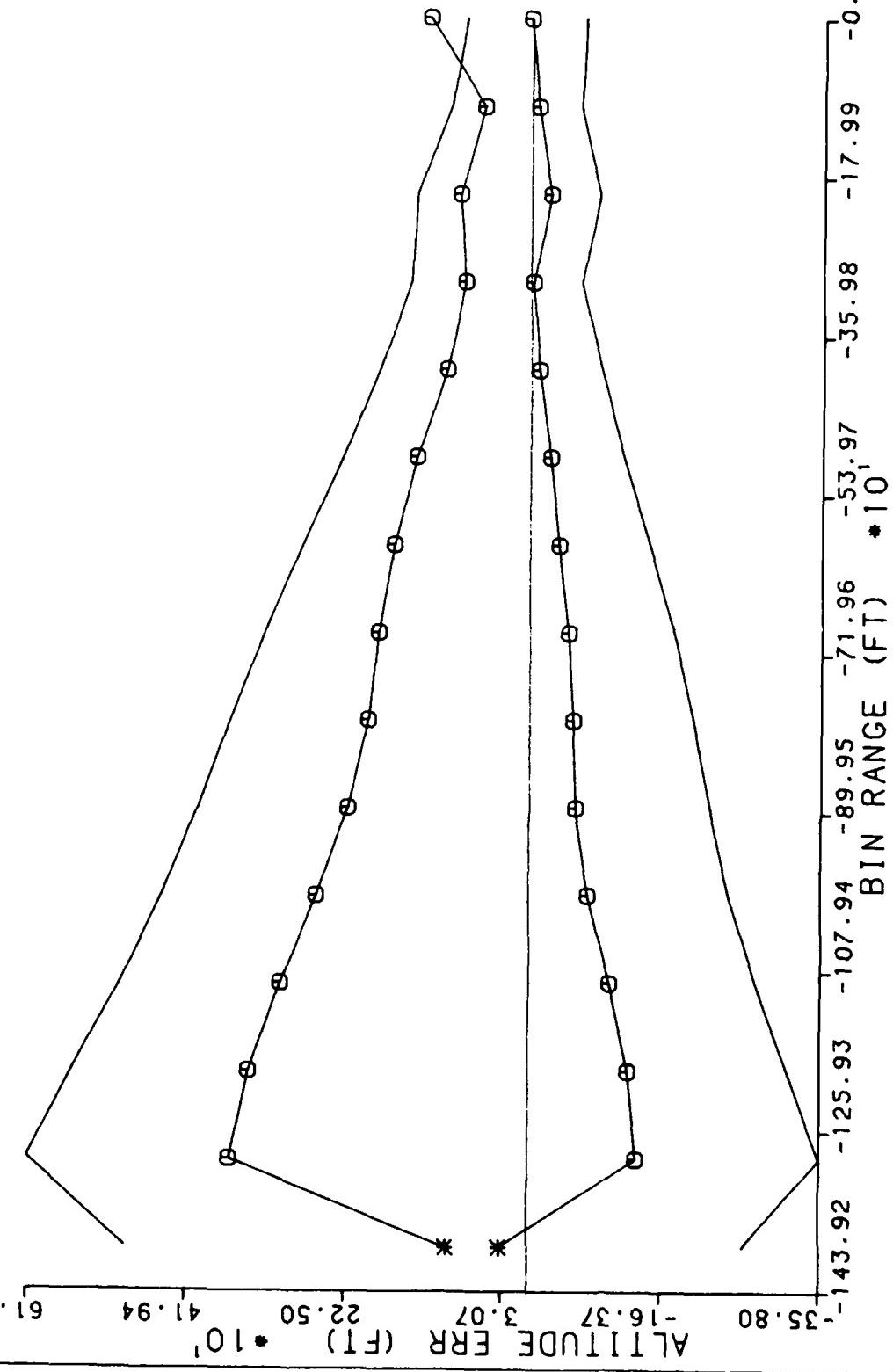
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

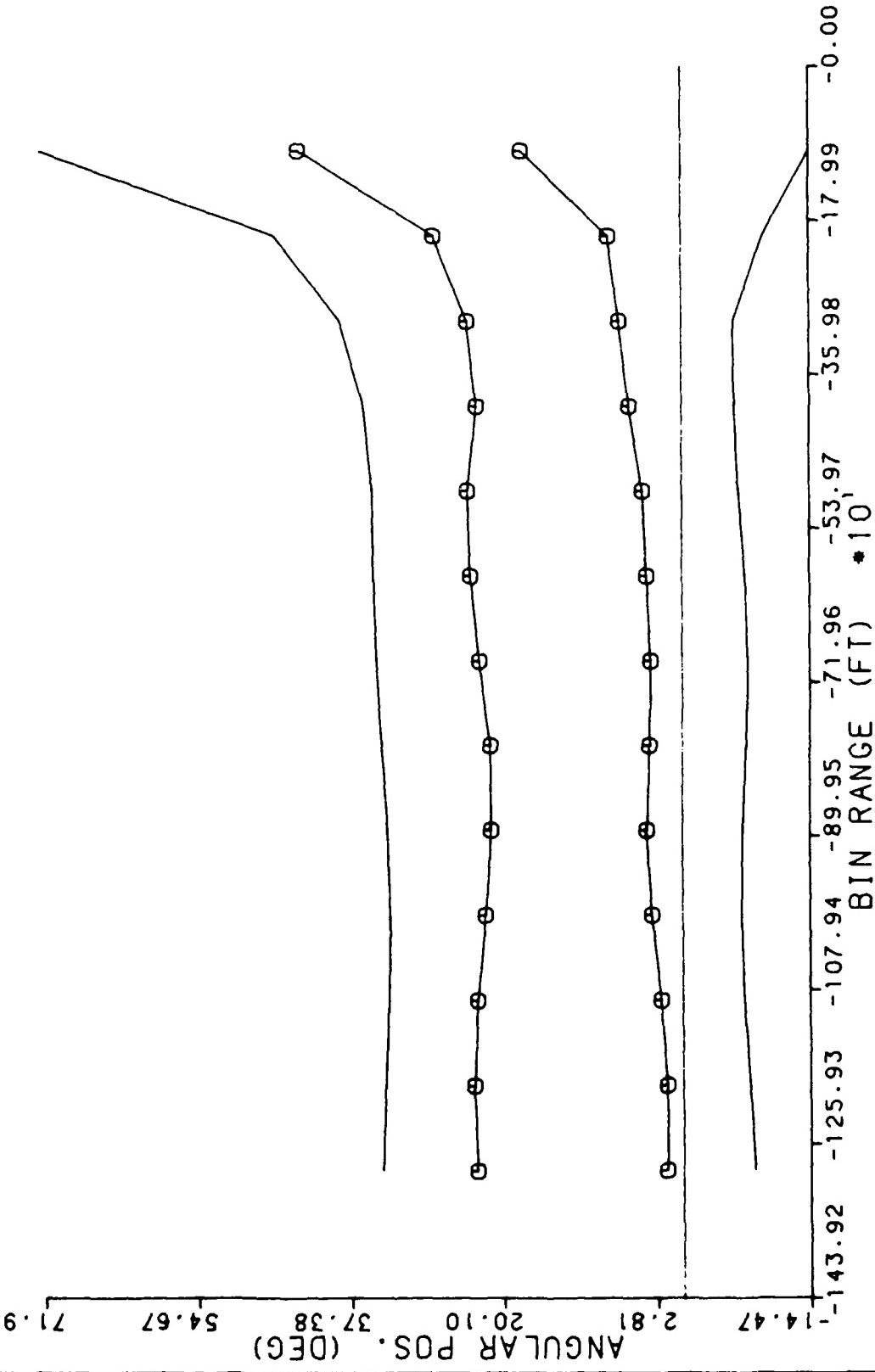
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ONE DATA ONLY  
7 DEGREE STRAIGHT DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
Φ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

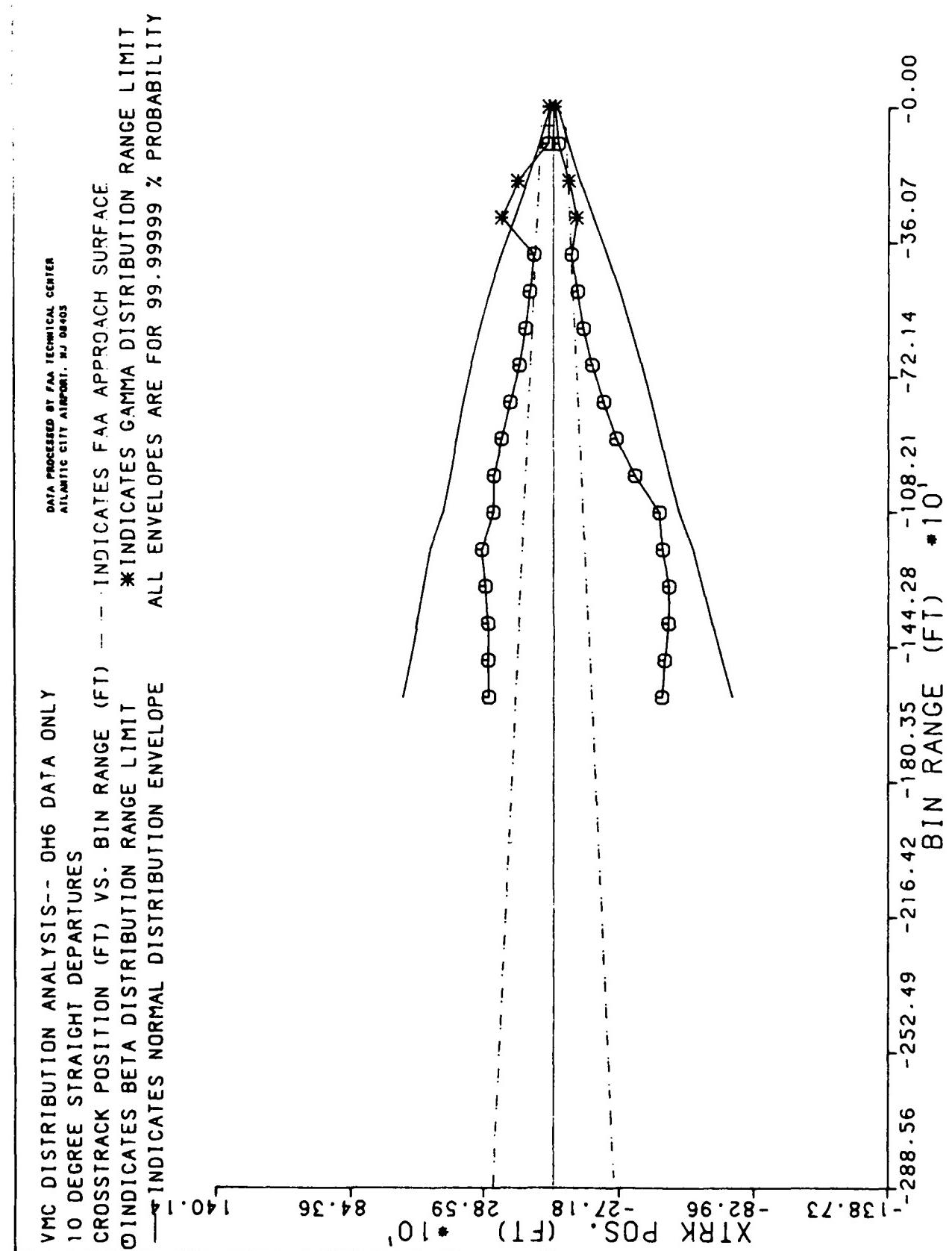
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

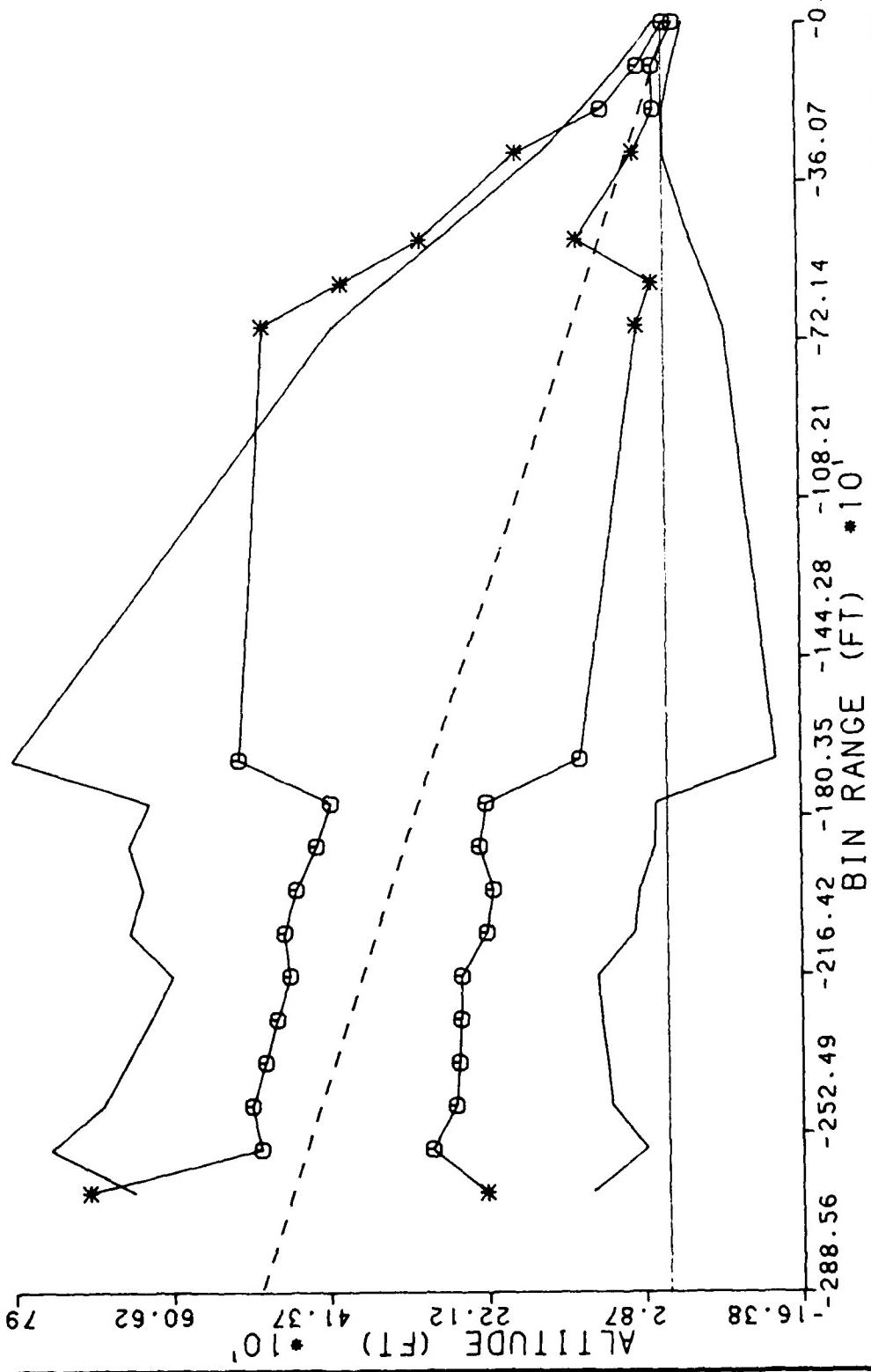
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- QH6 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

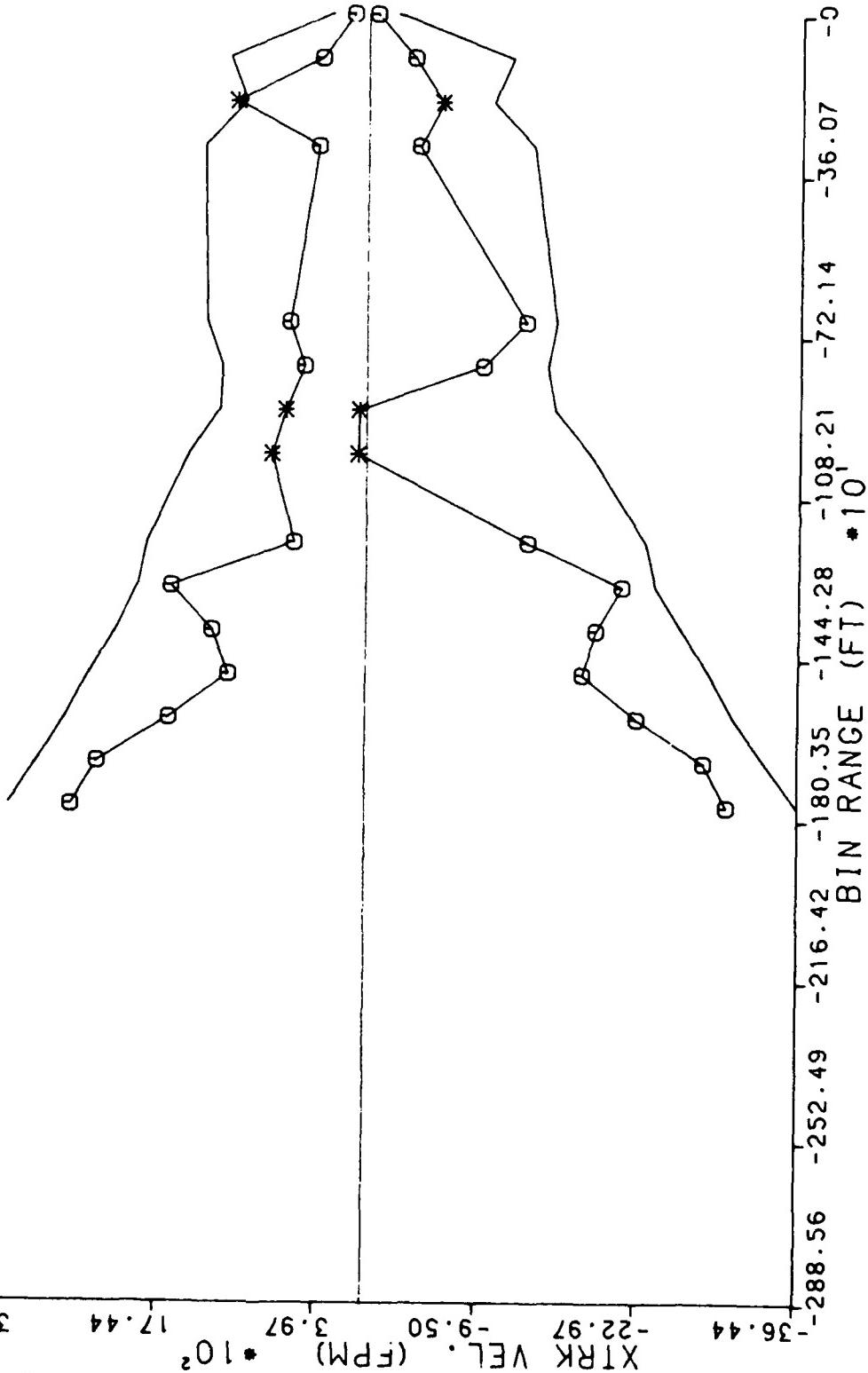
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, N.J. 08405

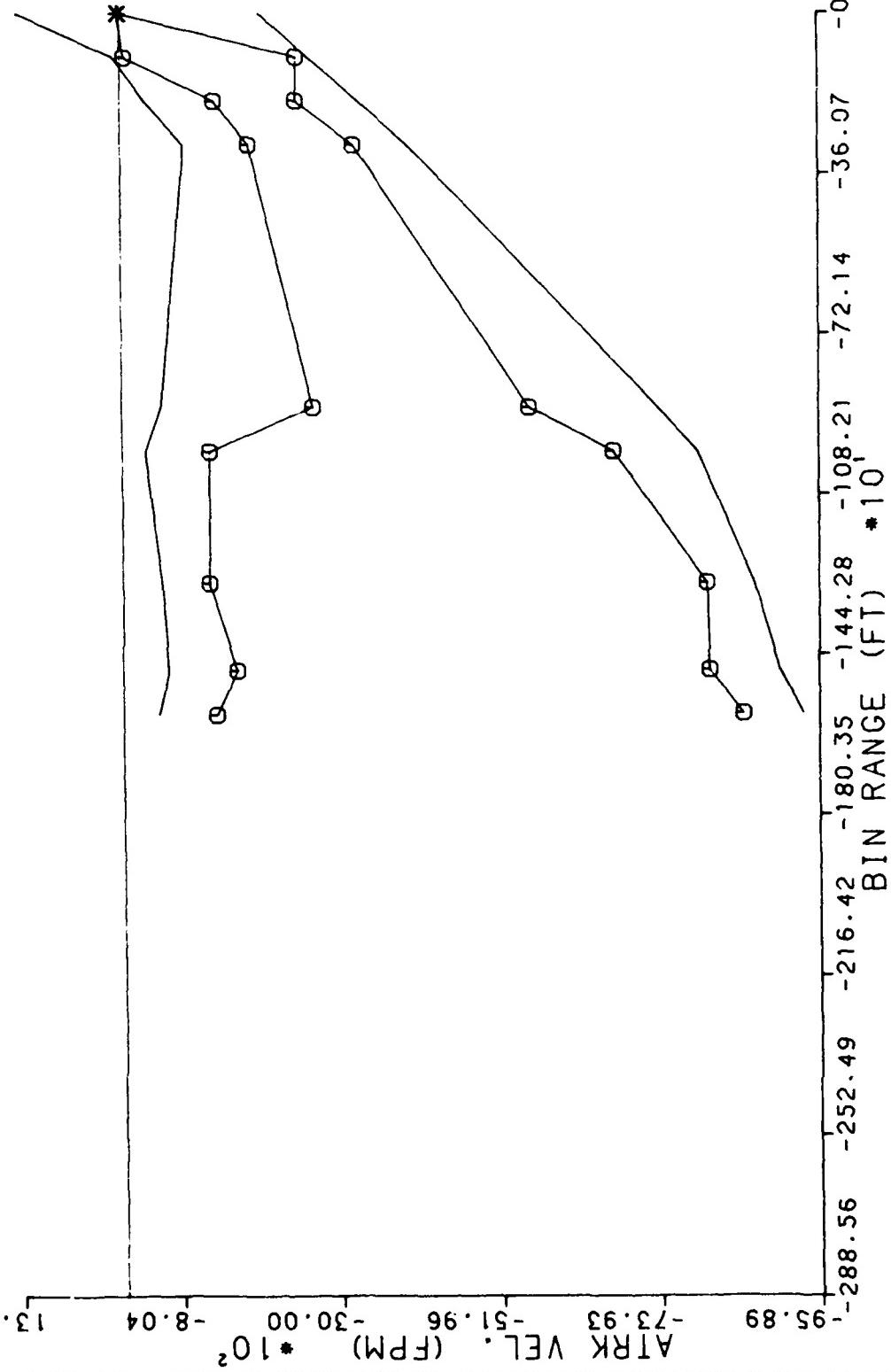
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

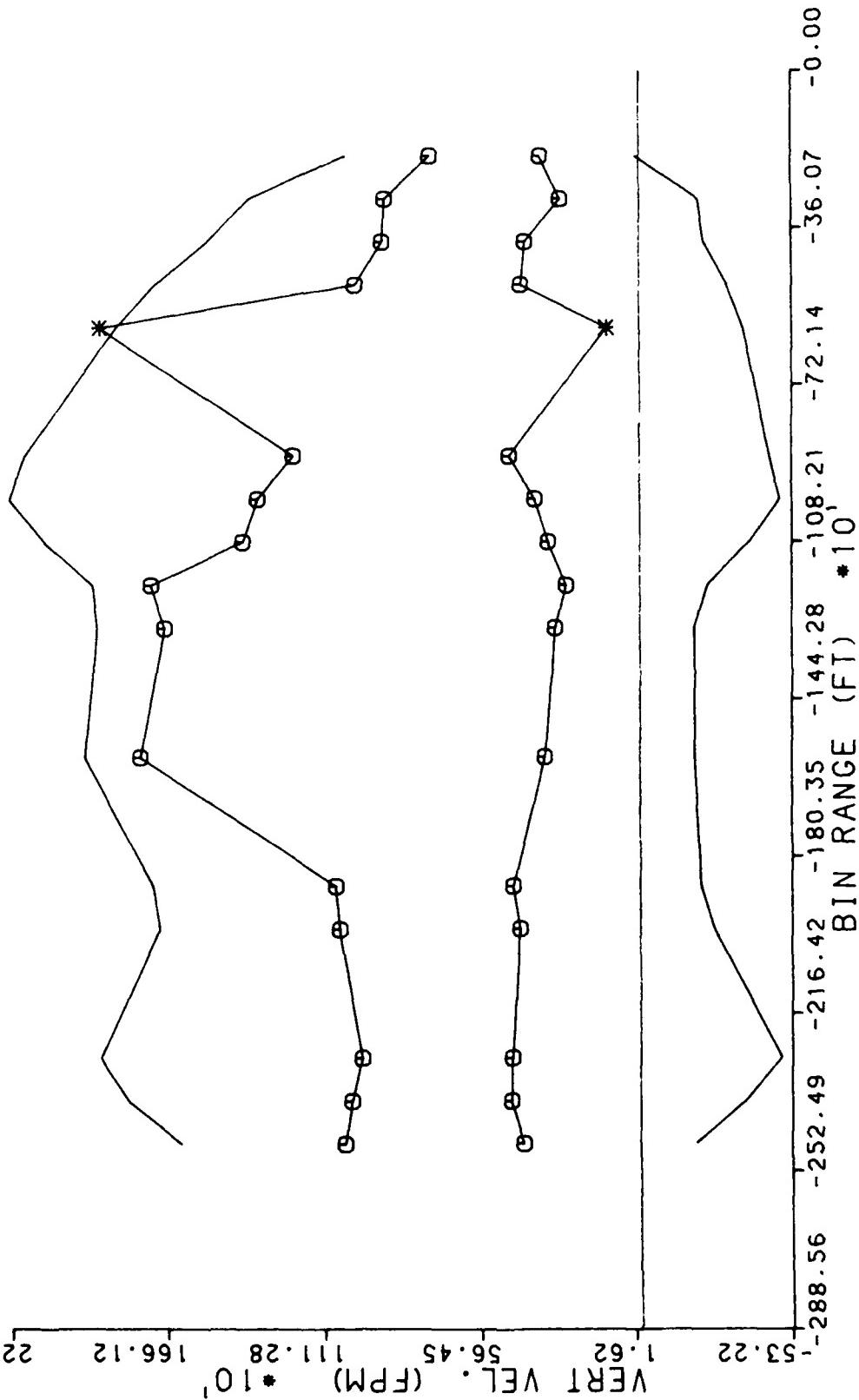
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 $\ominus$  INDICATES BETA DISTRIBUTION RANGE LIMIT  
 $\longrightarrow$  INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

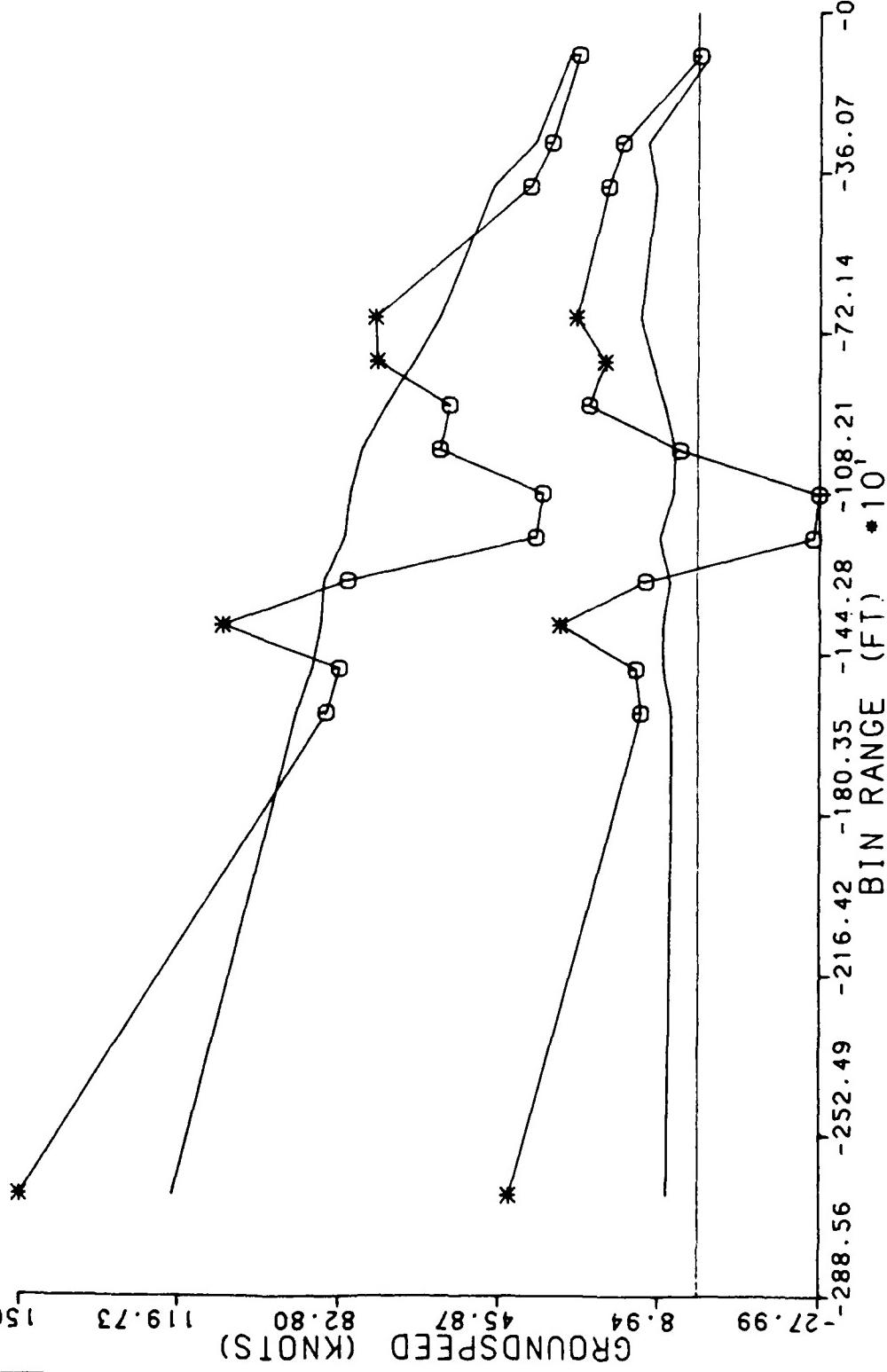
$*$  INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

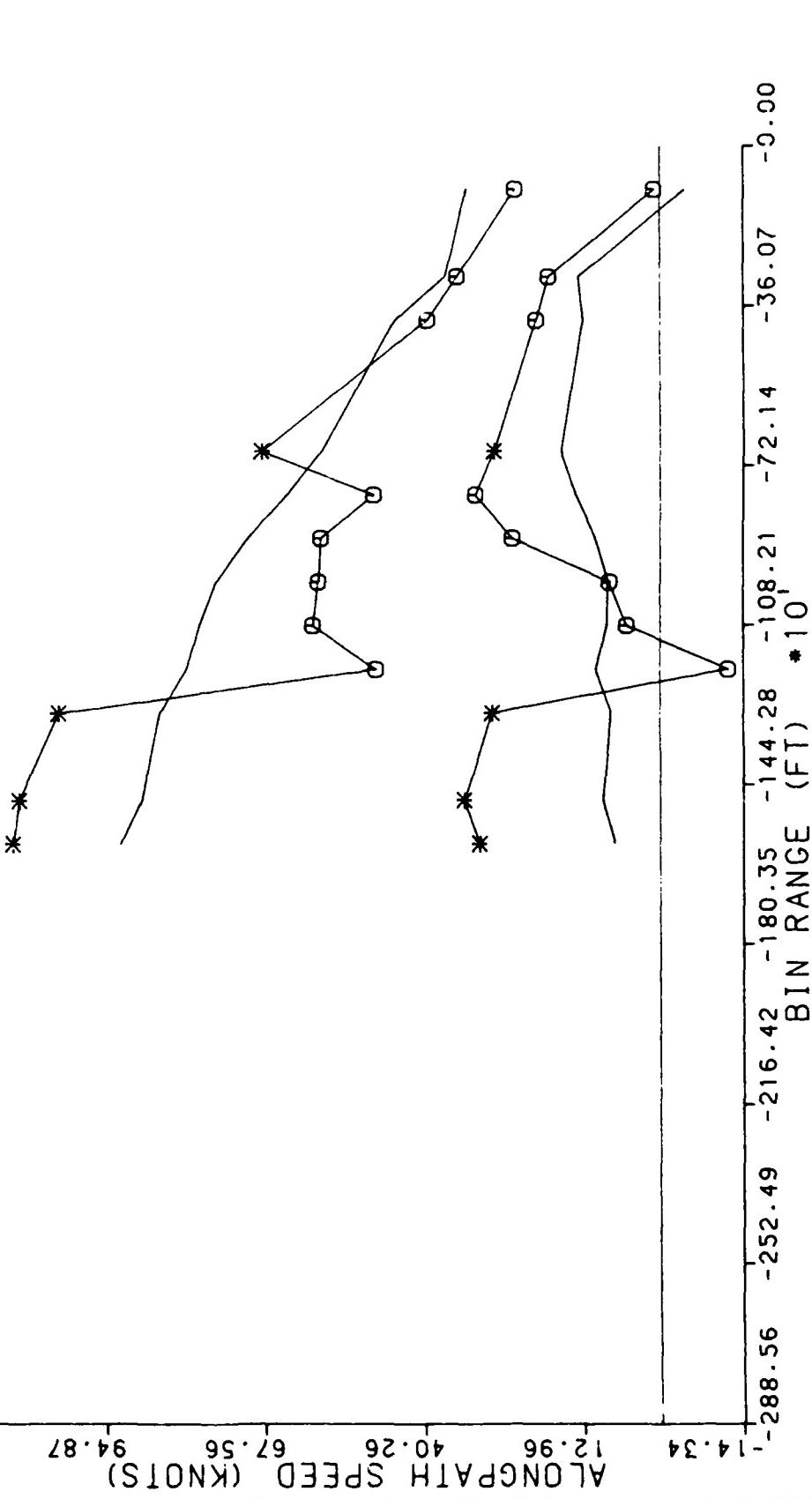
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

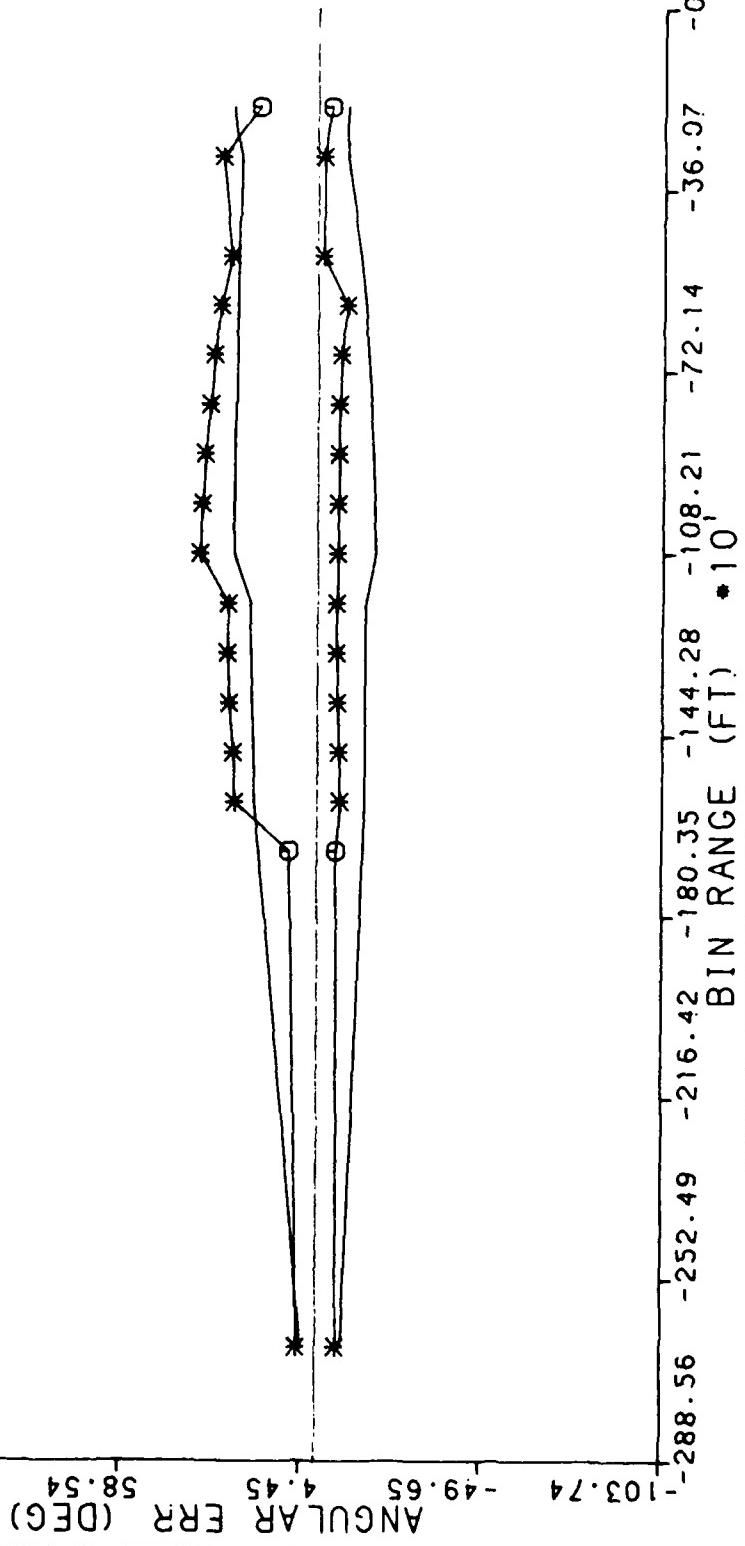
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
② INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

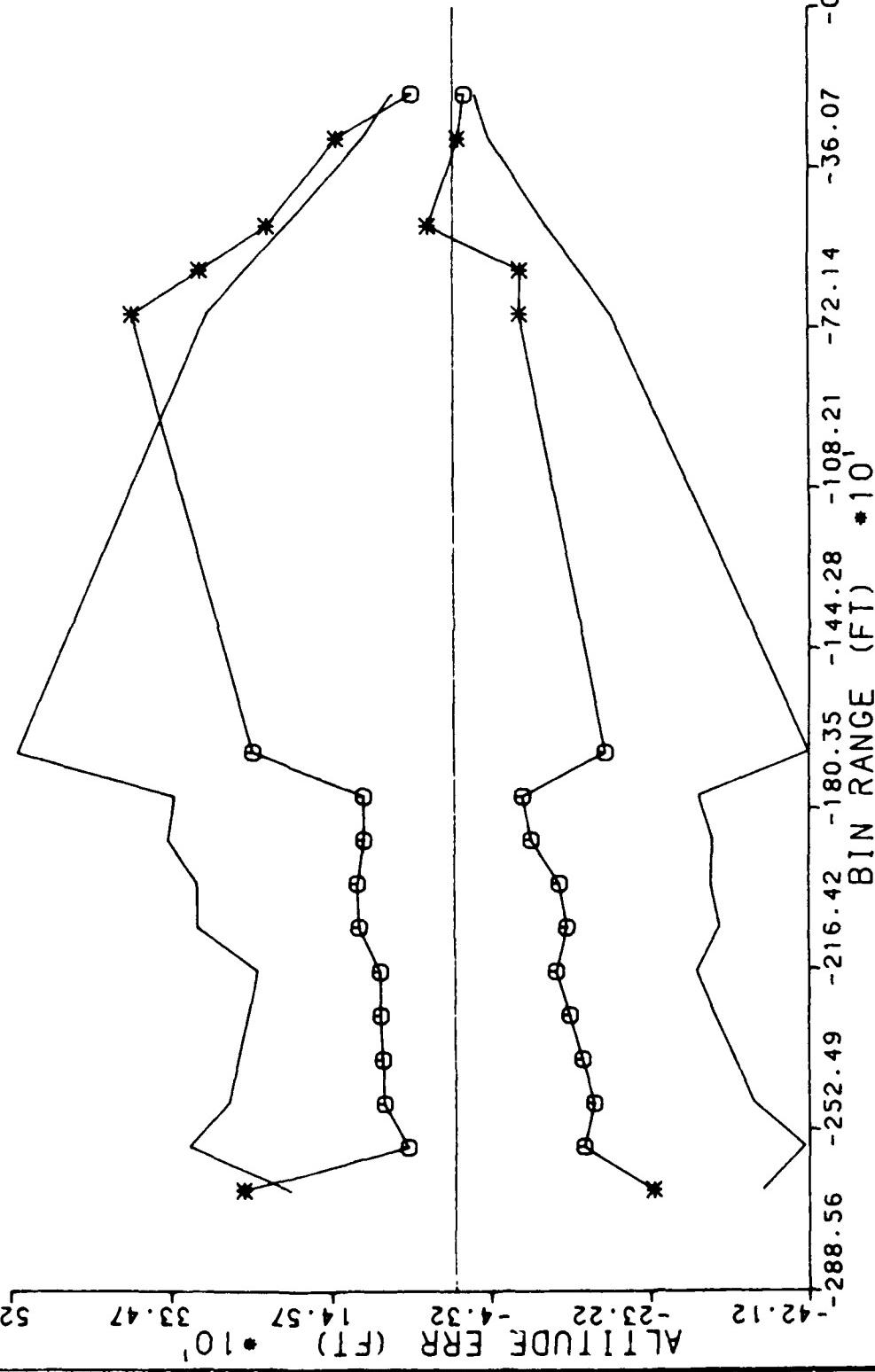
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

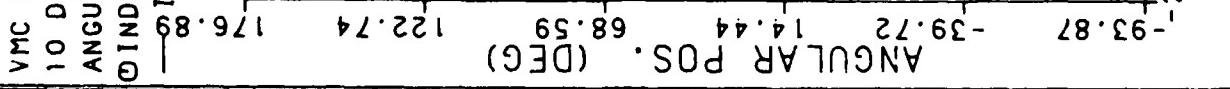
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OHS DATA ONLY  
10 DEGREE STRAIGHT DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

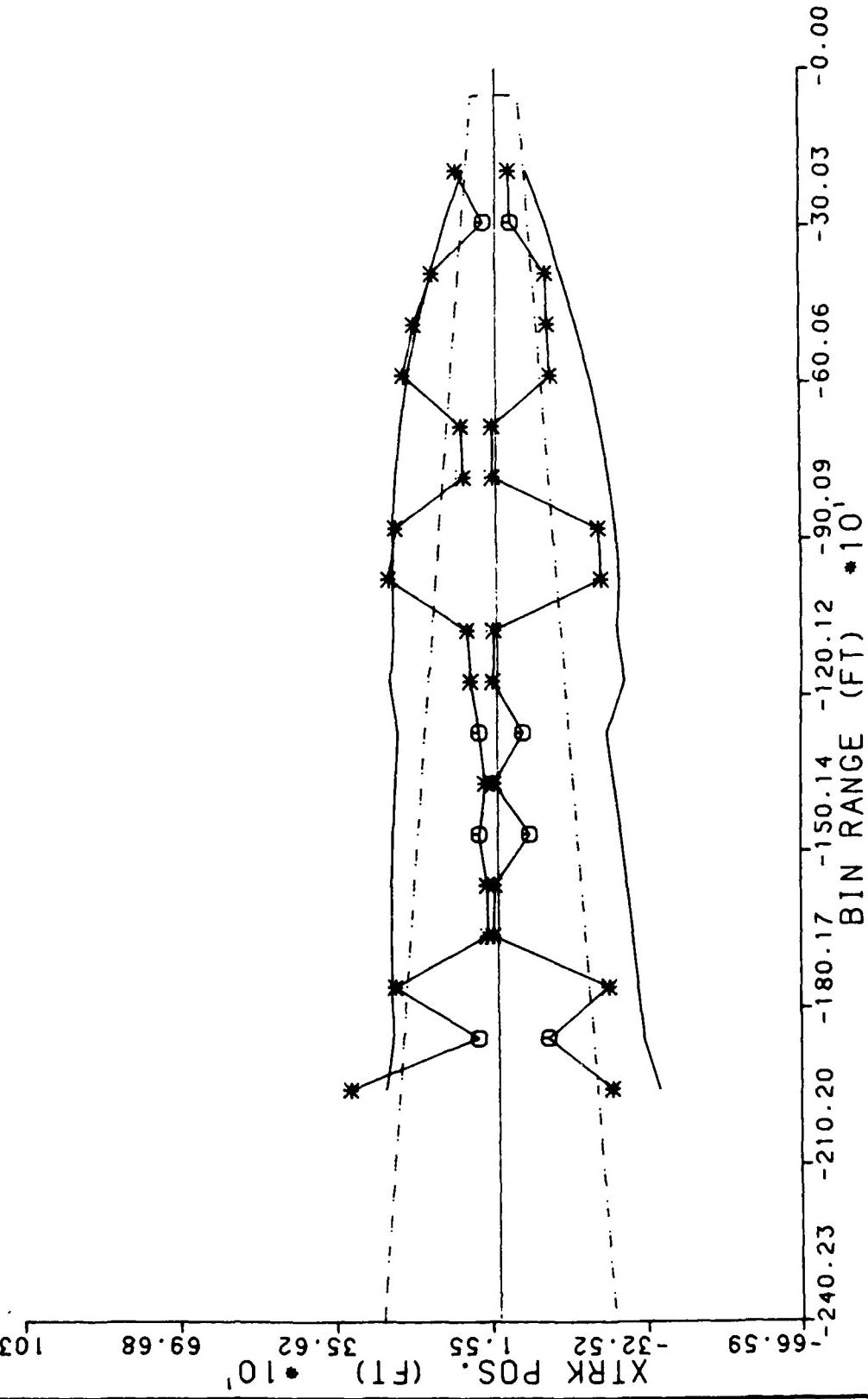
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

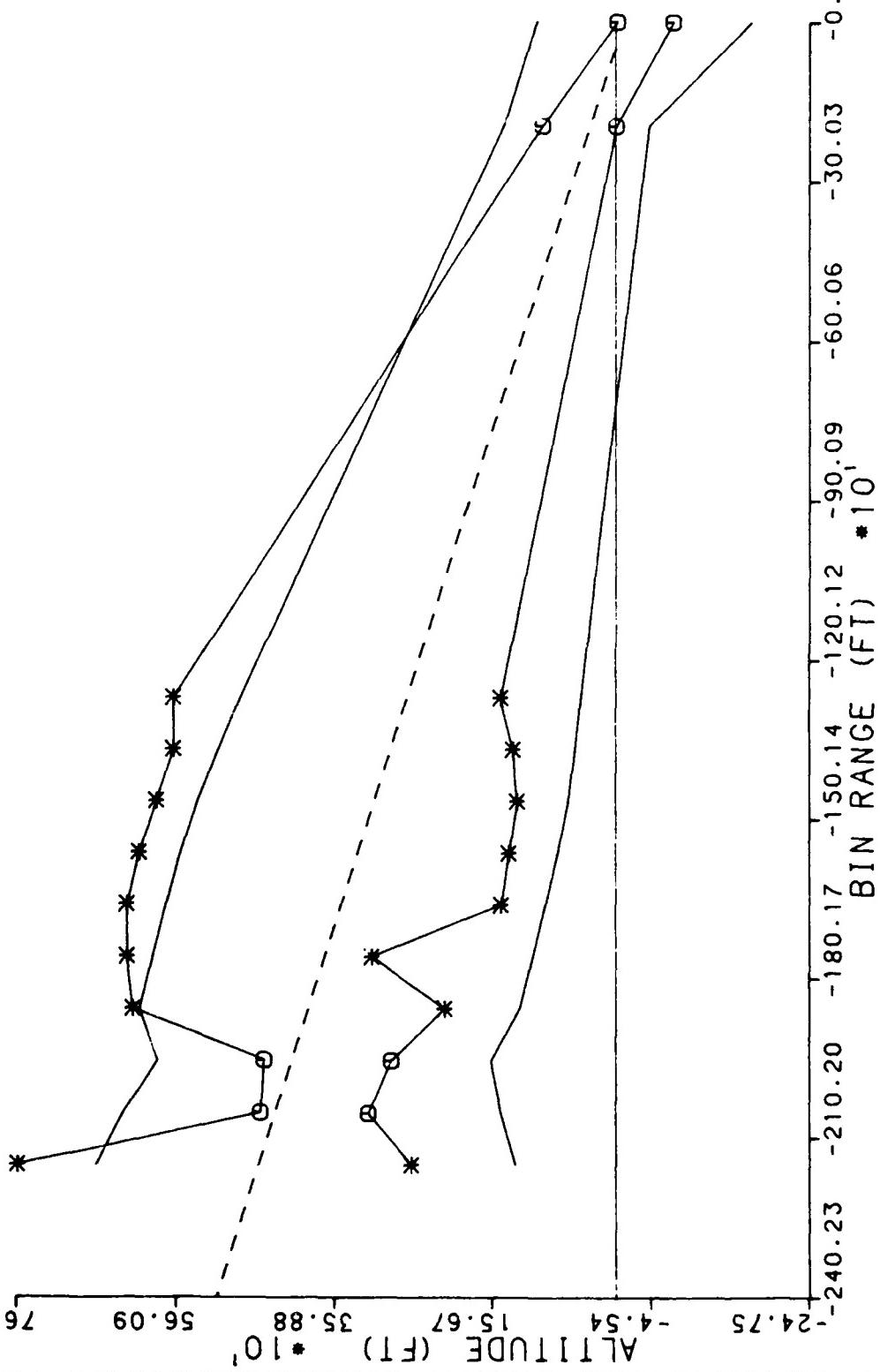
- - - INDICATES FAA APPROACH SURFACE  
 \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

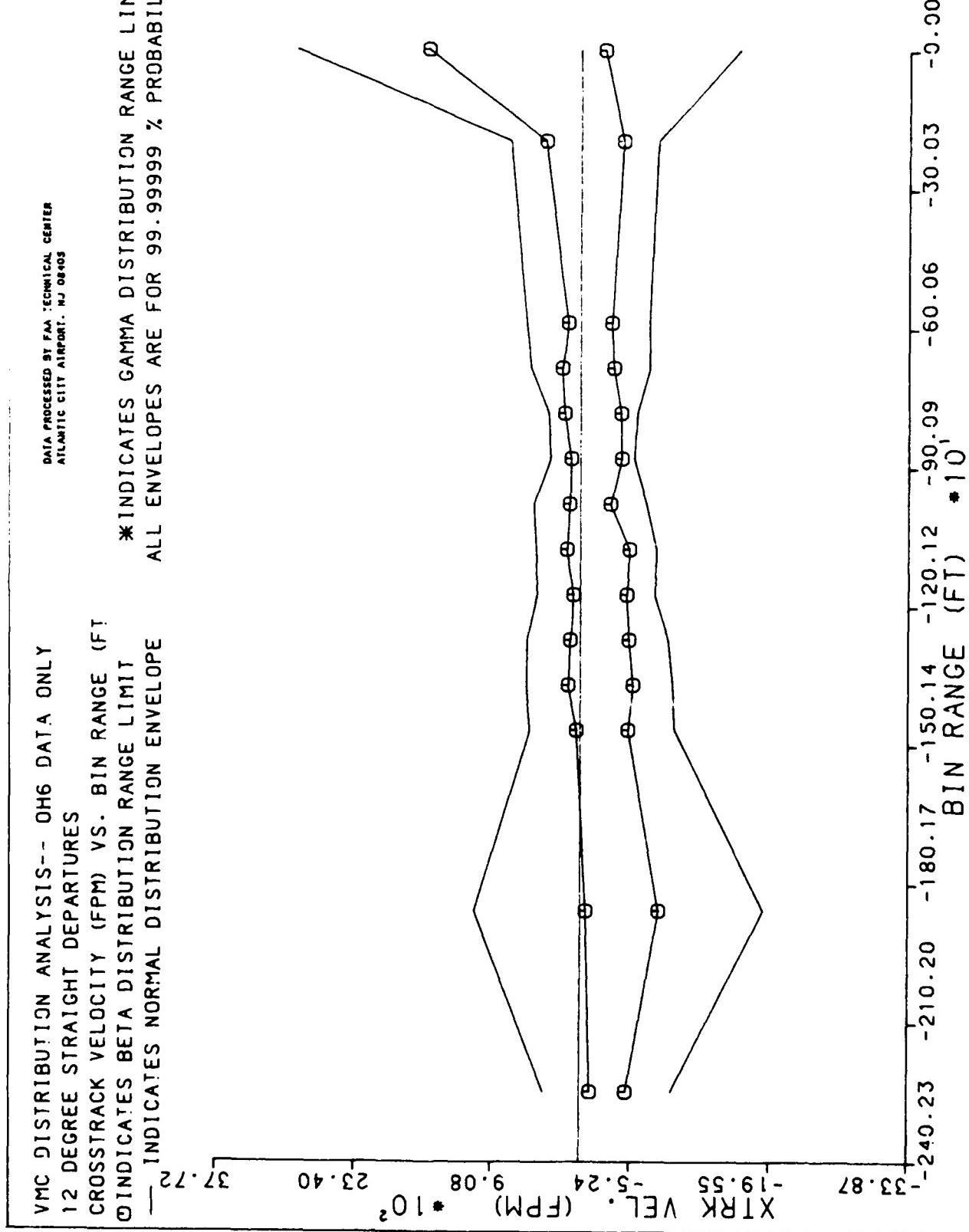
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



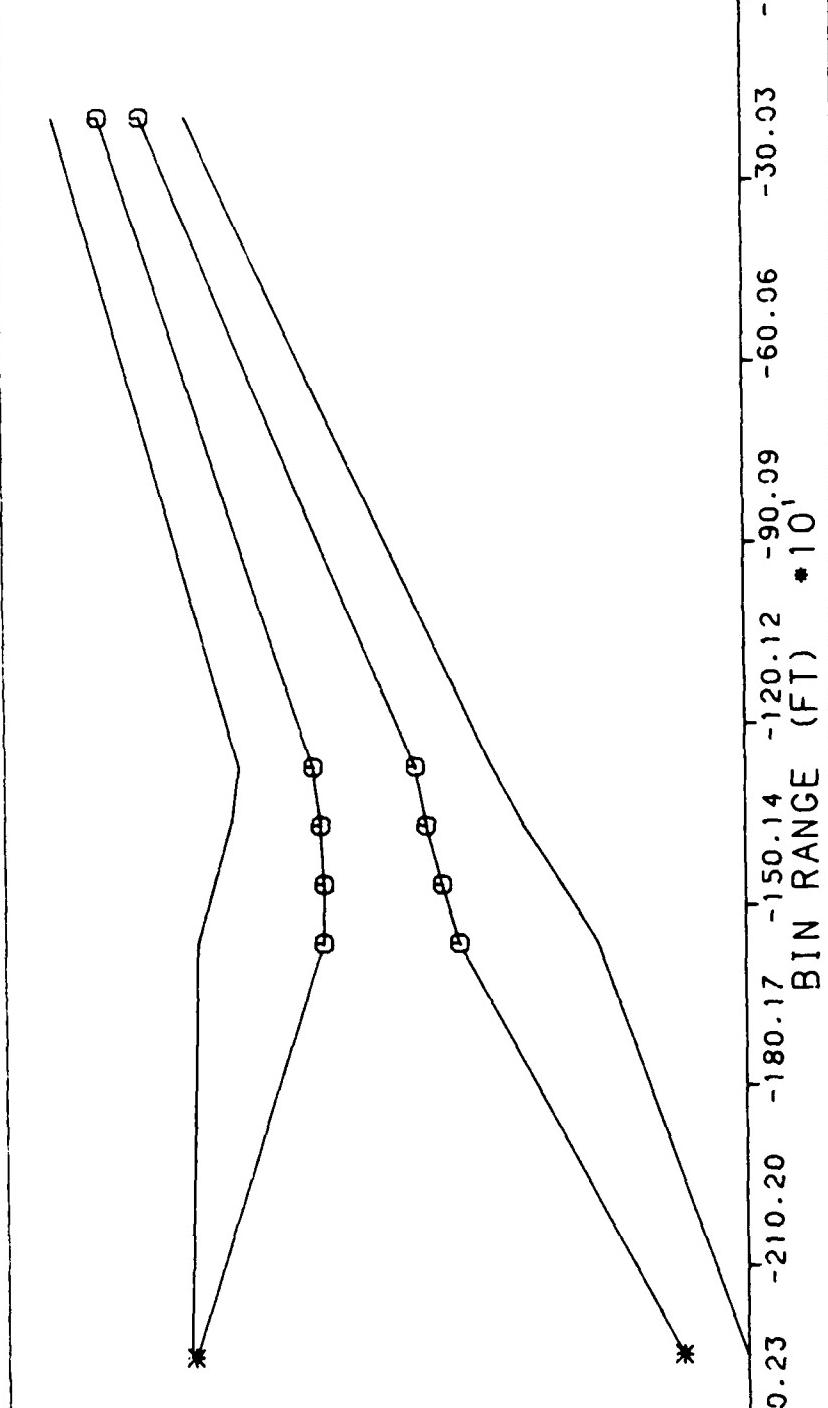
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

ATRK VEL. (FPM) \* 10<sup>2</sup>

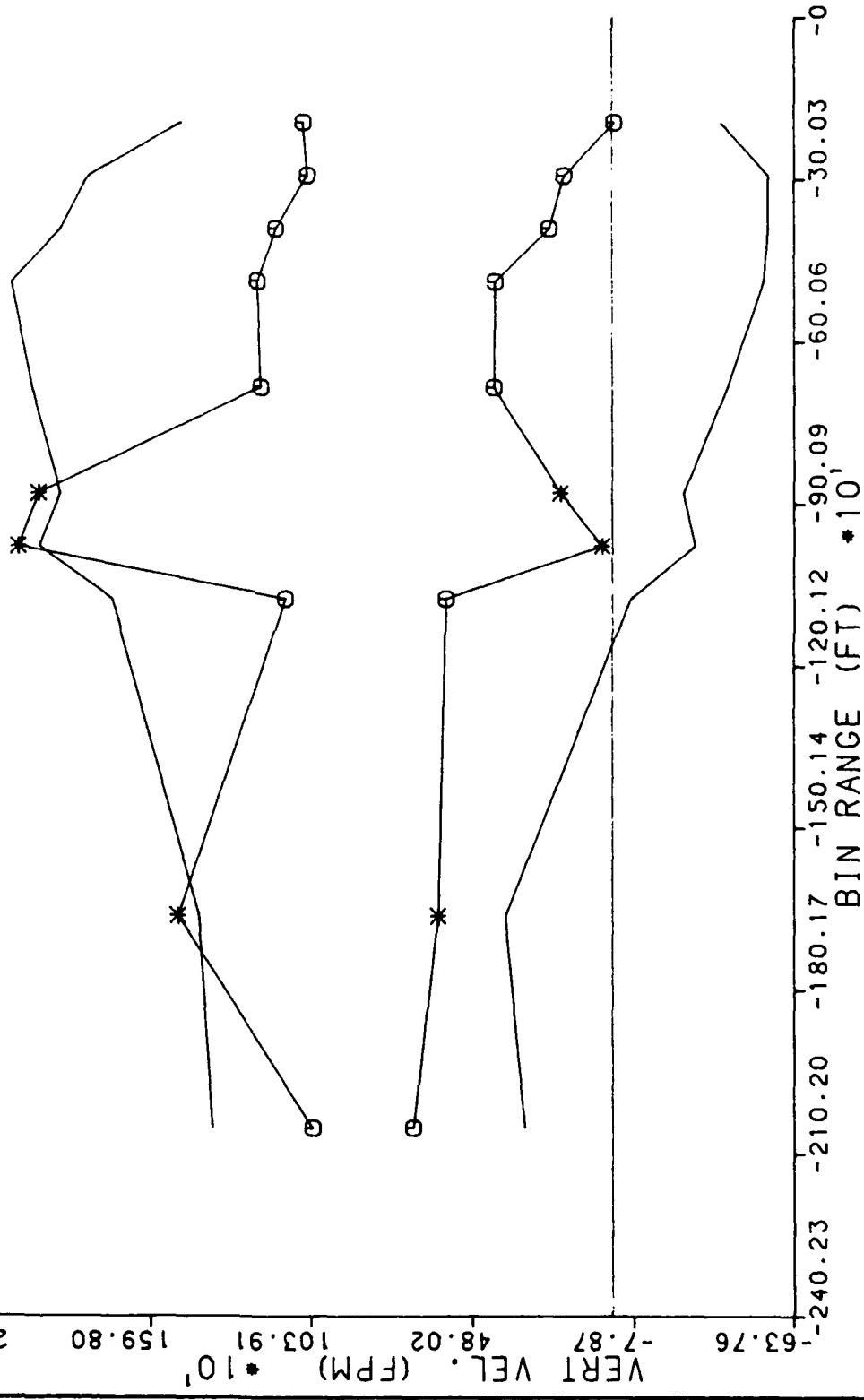
-96.69 -73.15 -49.61 -26.07 -2.53 21.02



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
—○ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

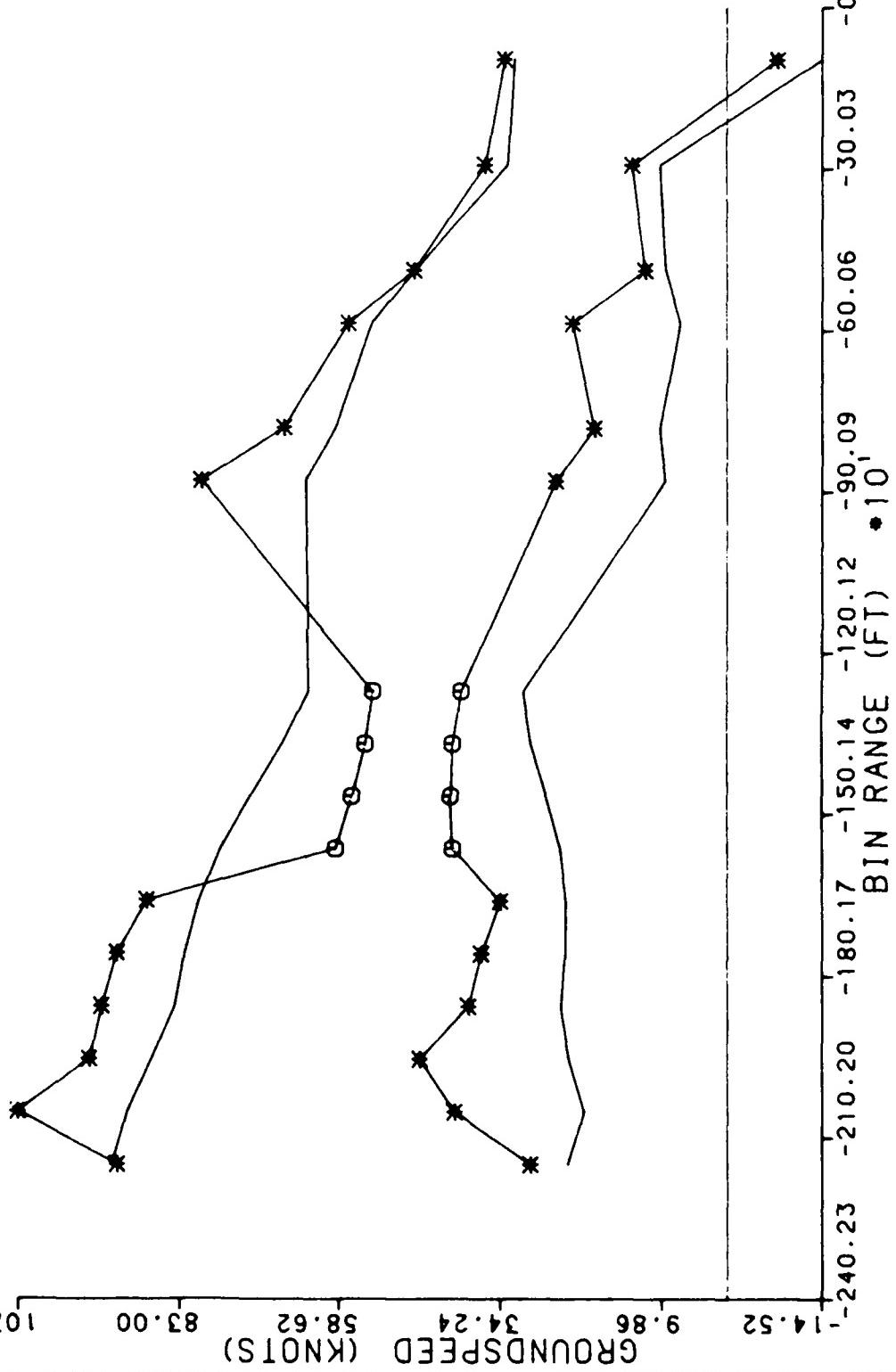
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

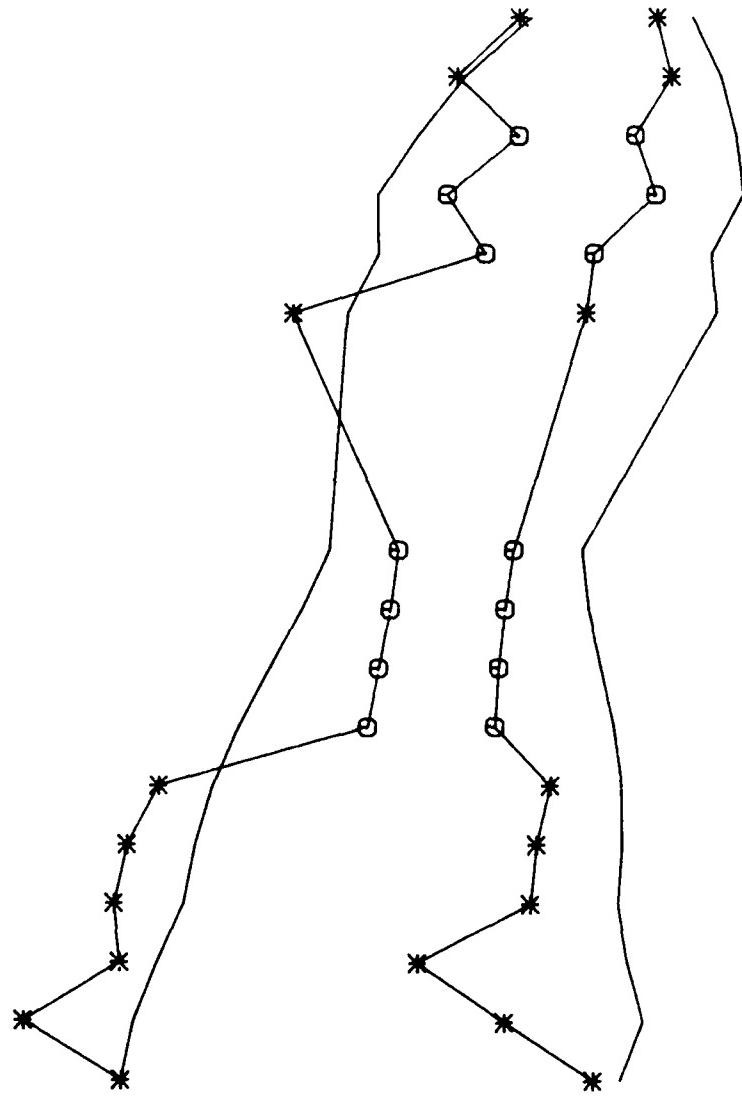
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

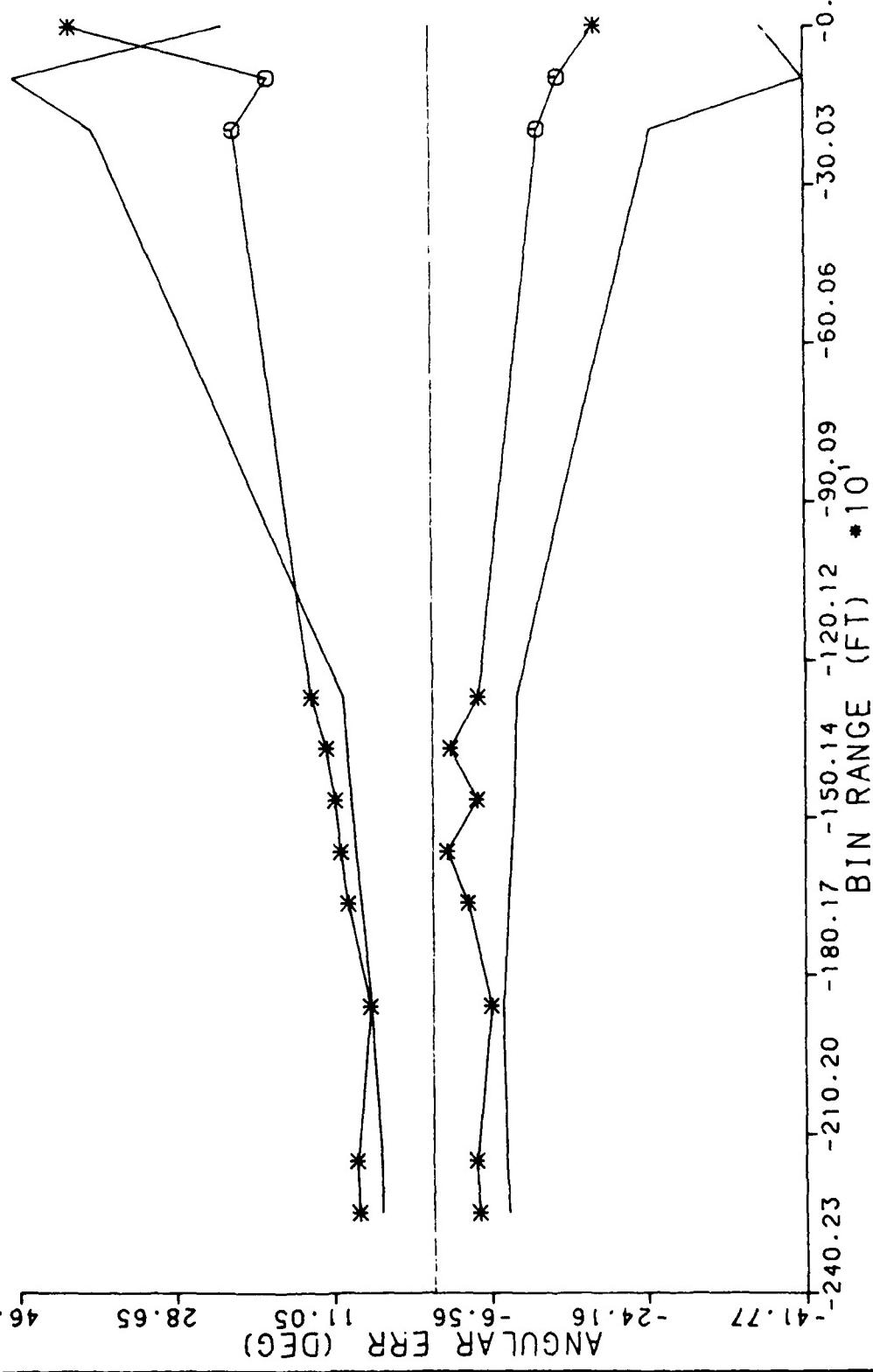


14.41 33.53 53.50 81.47 115.00  
ALONGPATH SPEED (KNOTS)  
-240.23 -210.20 -180.17 -150.14 -120.12 -90.09 -60.06 -30.03 -0.00  
BIN RANGE (FT) \* 10<sup>3</sup>

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 Θ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08435

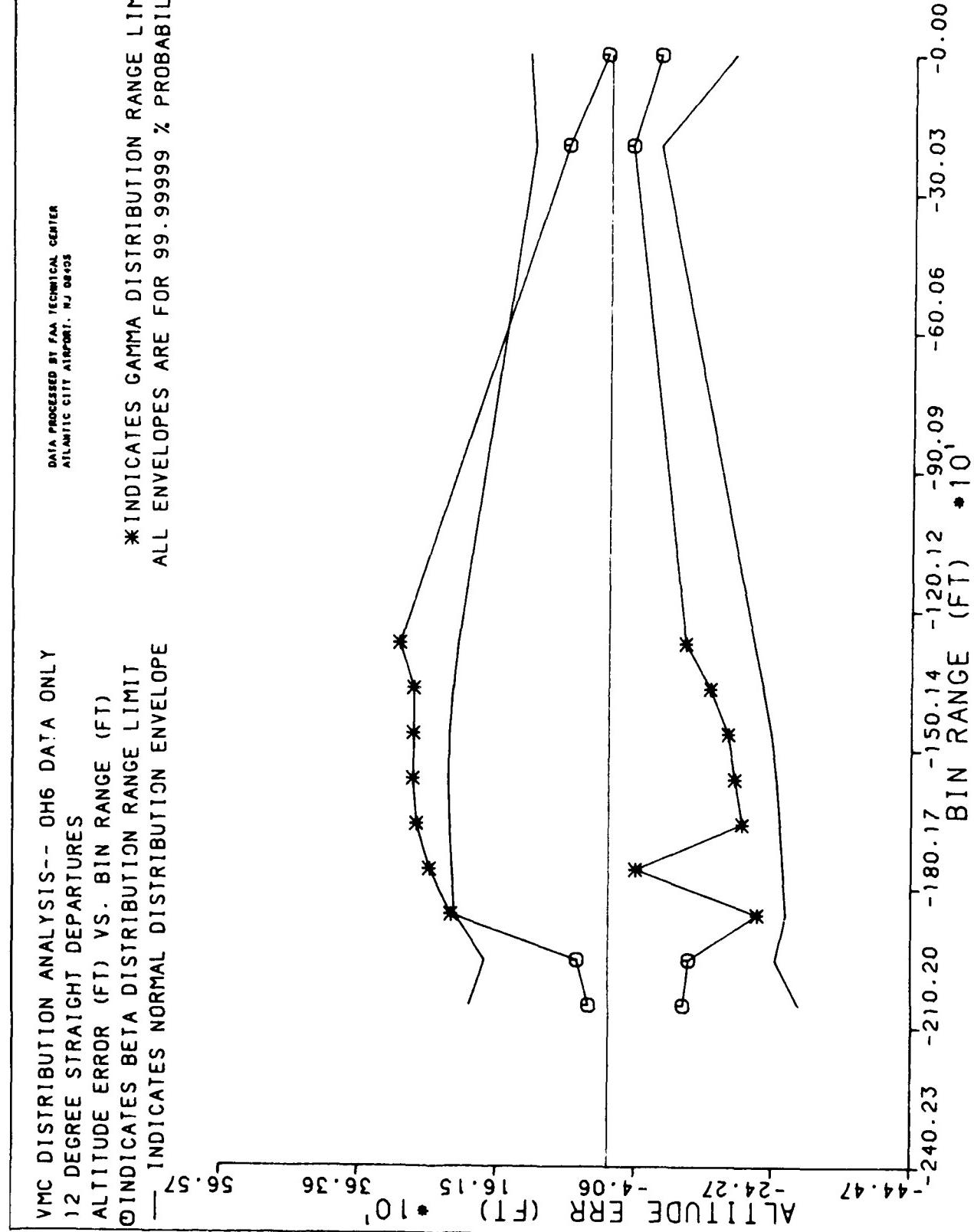
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE STRAIGHT DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

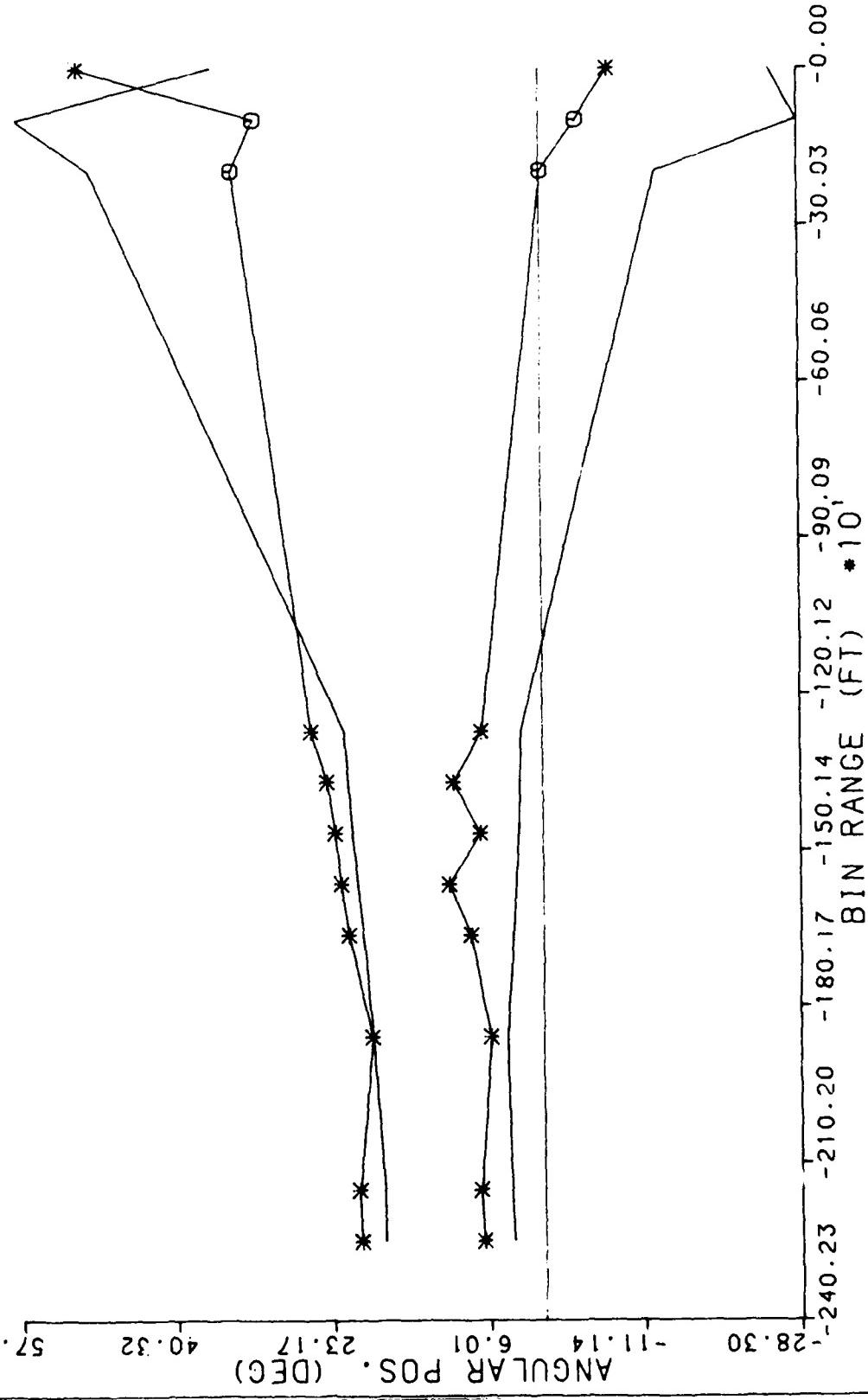
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 12 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) V.S. BIN RANGE (FT)  
 (O) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

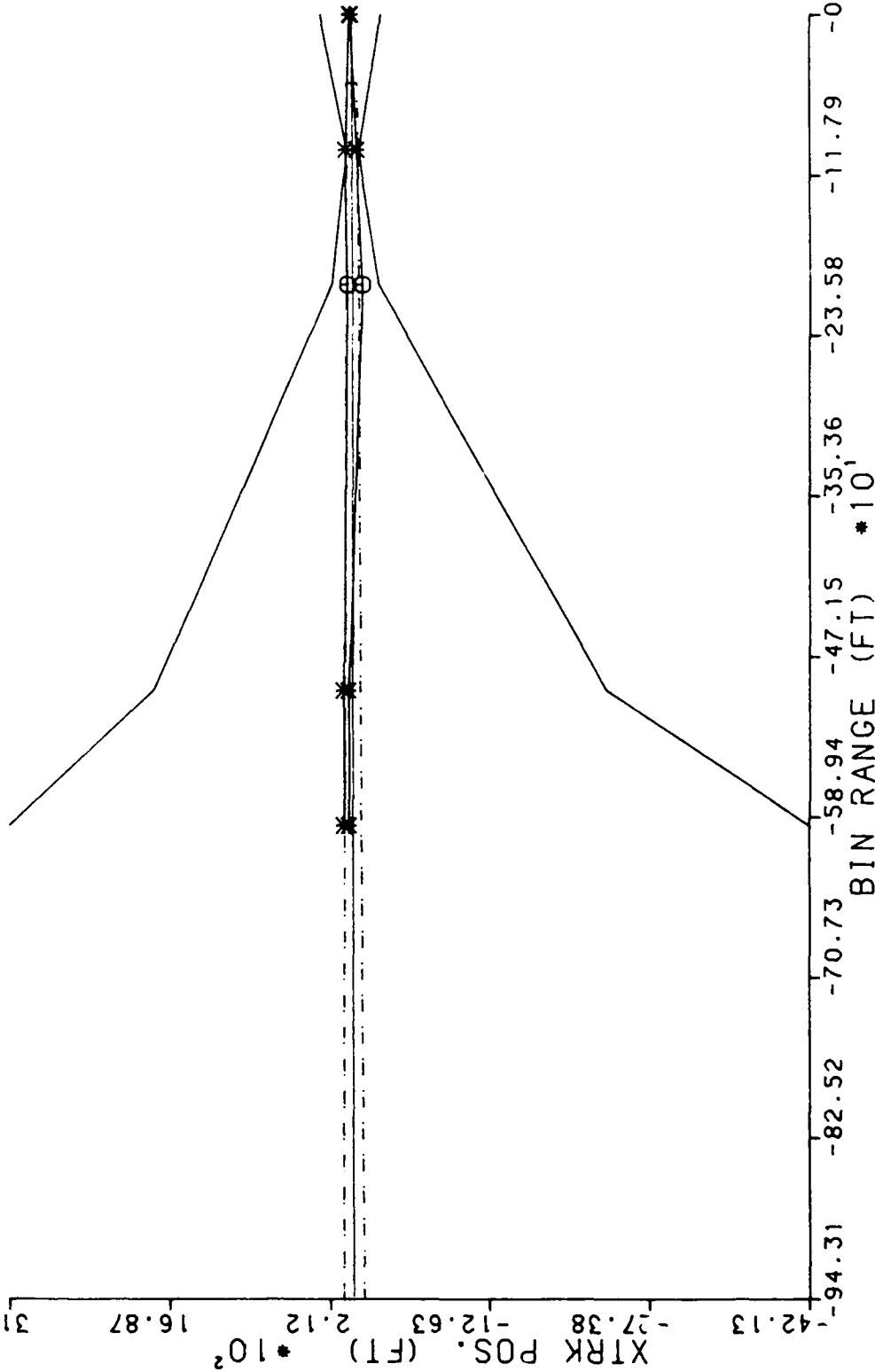
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)

— INDICATES FAIR APPROACH SURFACE  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

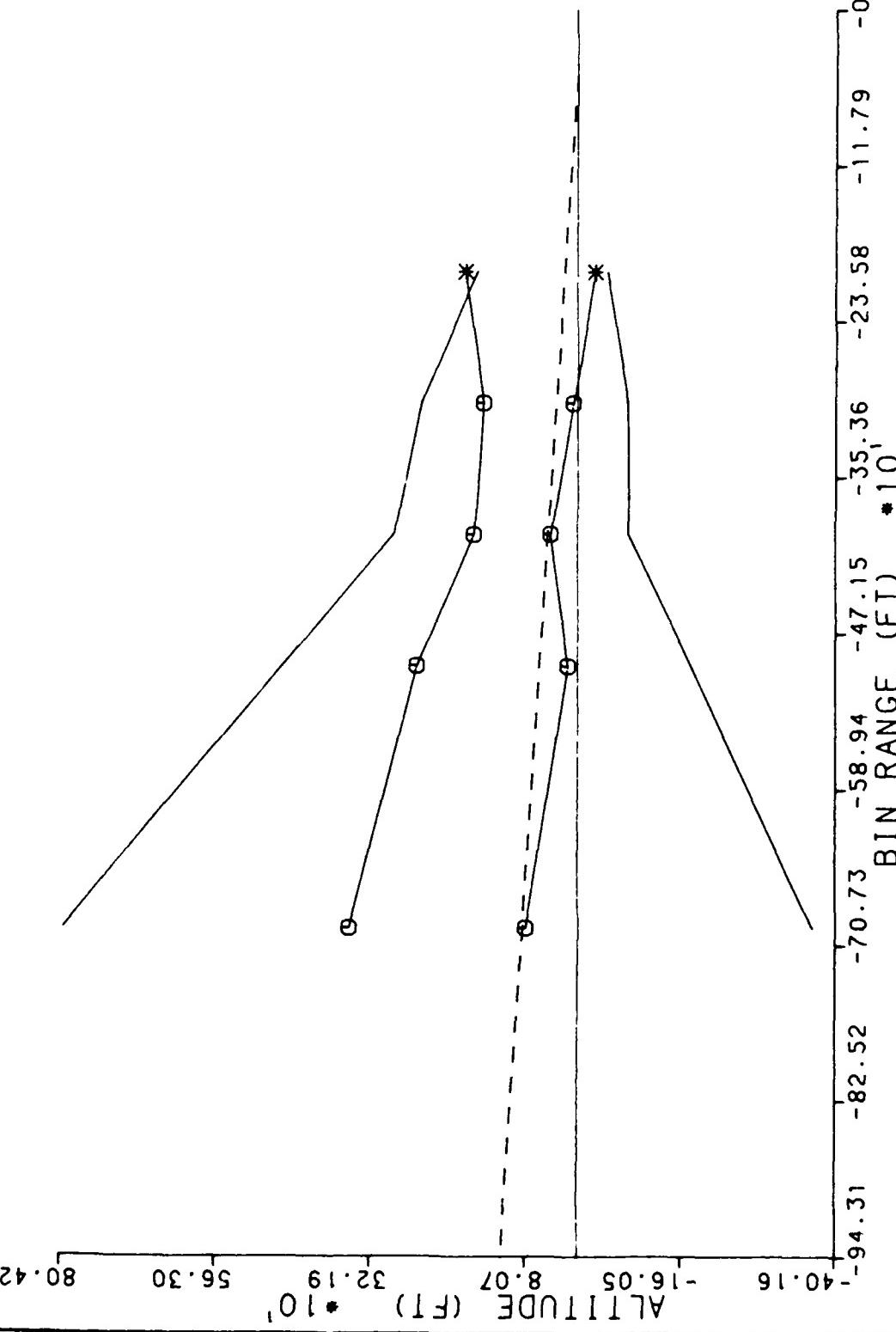
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- OHG DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

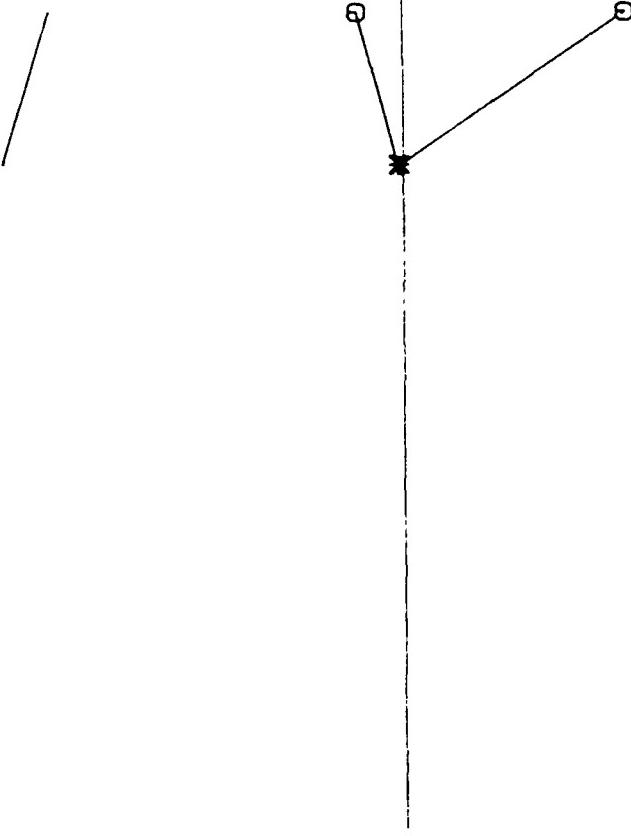


VMC DISTRIBUTION ANALYSIS--- OH6 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

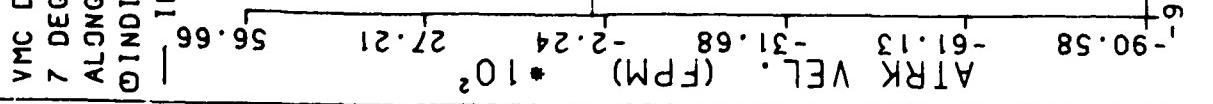
XTRK VEL. (FPM) \* 10<sup>2</sup>      -96.79      -82.52      -70.73      -58.94      -47.15      -35.36      -23.58      -11.79      -0.00  
BIN RANGE (FT)      \* 10<sup>2</sup>



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08305

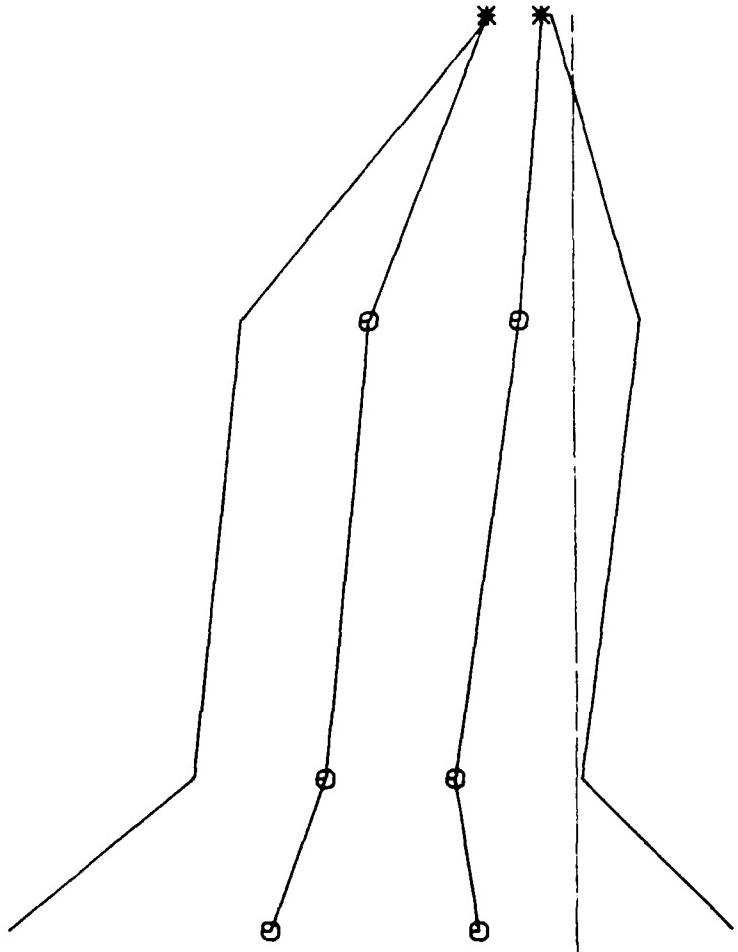
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ Geos

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VERT VEL. (FPM) • 10<sup>3</sup>  
 -03.66 -32.70 -38.27 109.23 180.19 251.15  
 -94.31 -82.52 -70.73 -58.94 -47.15 -35.36 -23.58 -21.79 -0.00

VMC DISTRIBUTION ANALYSIS-- OHG DATA ONLY  
7 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

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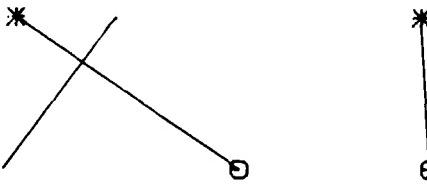
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

ALONGPATH SPEED (KNOTS)

95.37

11.39 32.39 53.38 74.38

\*

-94.31	-82.52	-70.73	-58.94	-47.15	-35.36	-23.58	-11.79	-0.00
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0.60

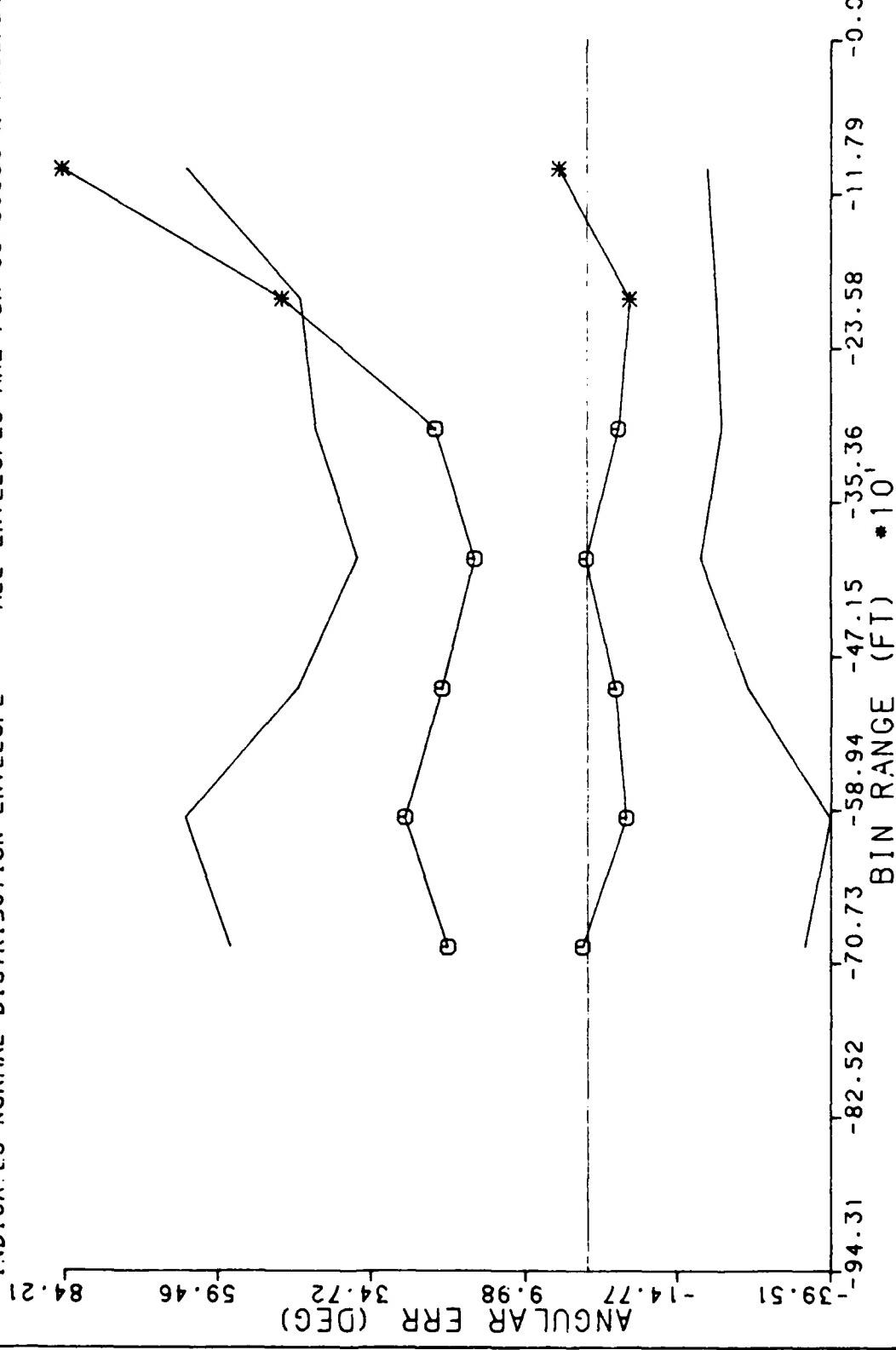
BIN RANGE (FT)

\* 10<sup>1</sup>

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

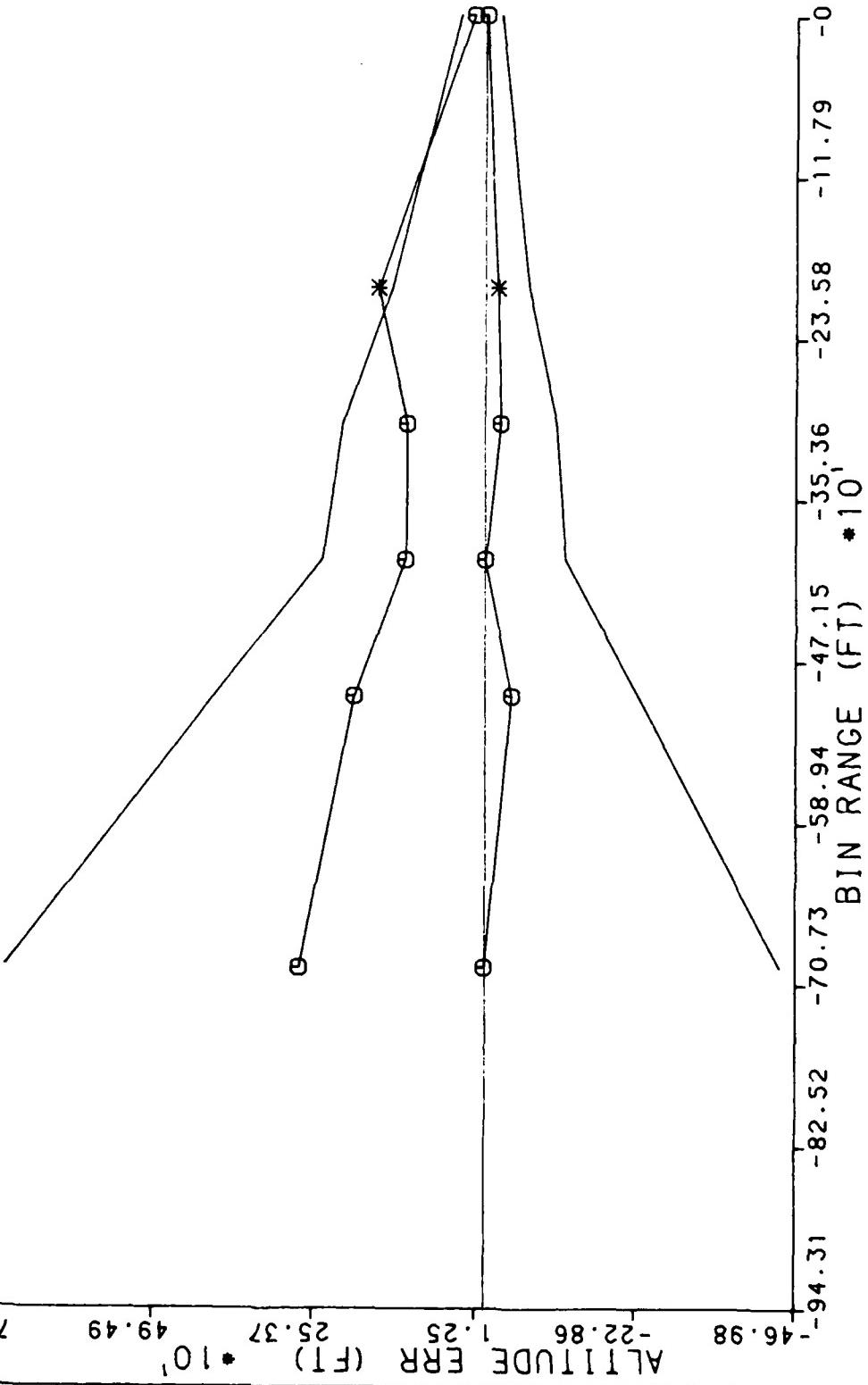
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
7 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

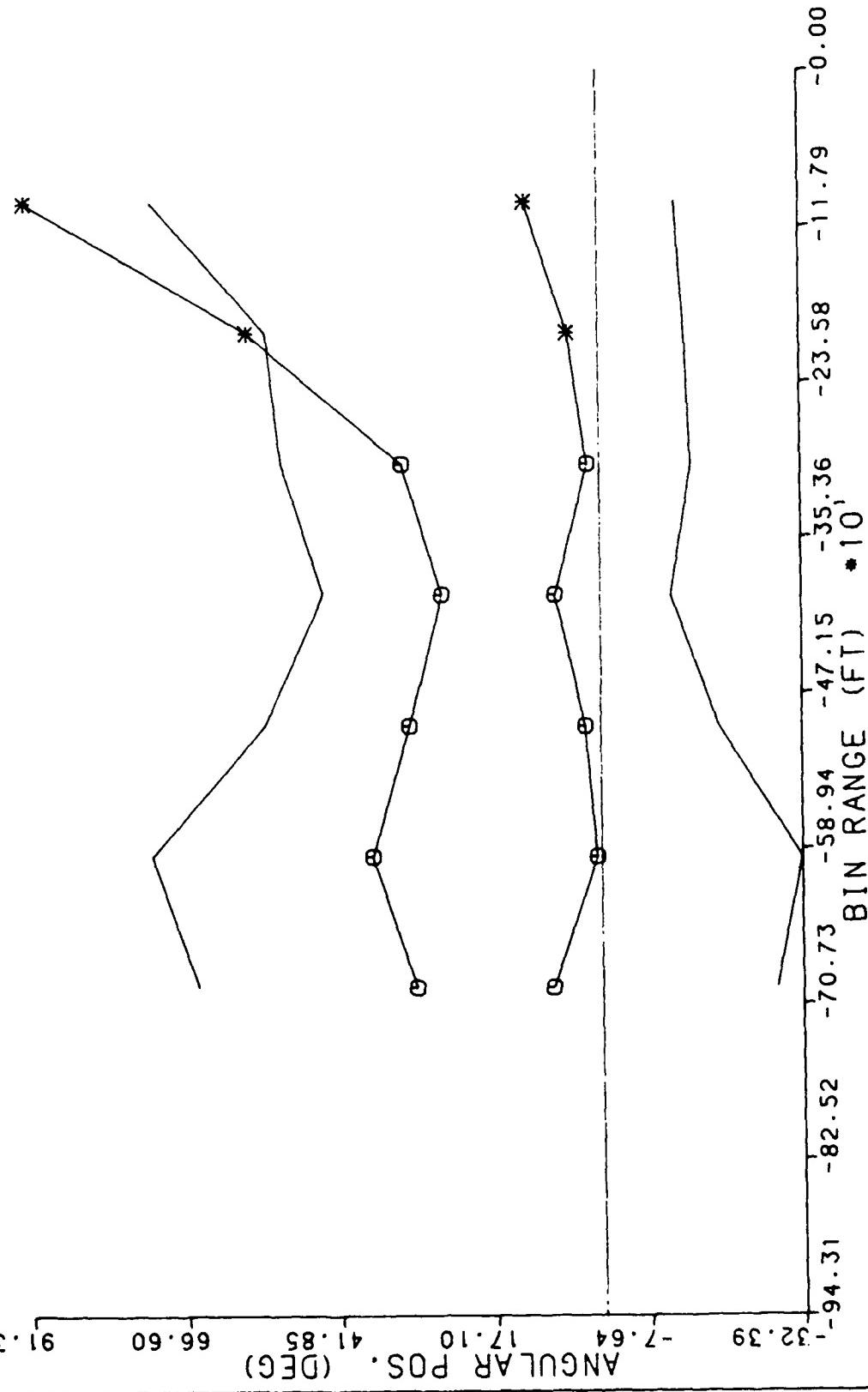
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 7 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

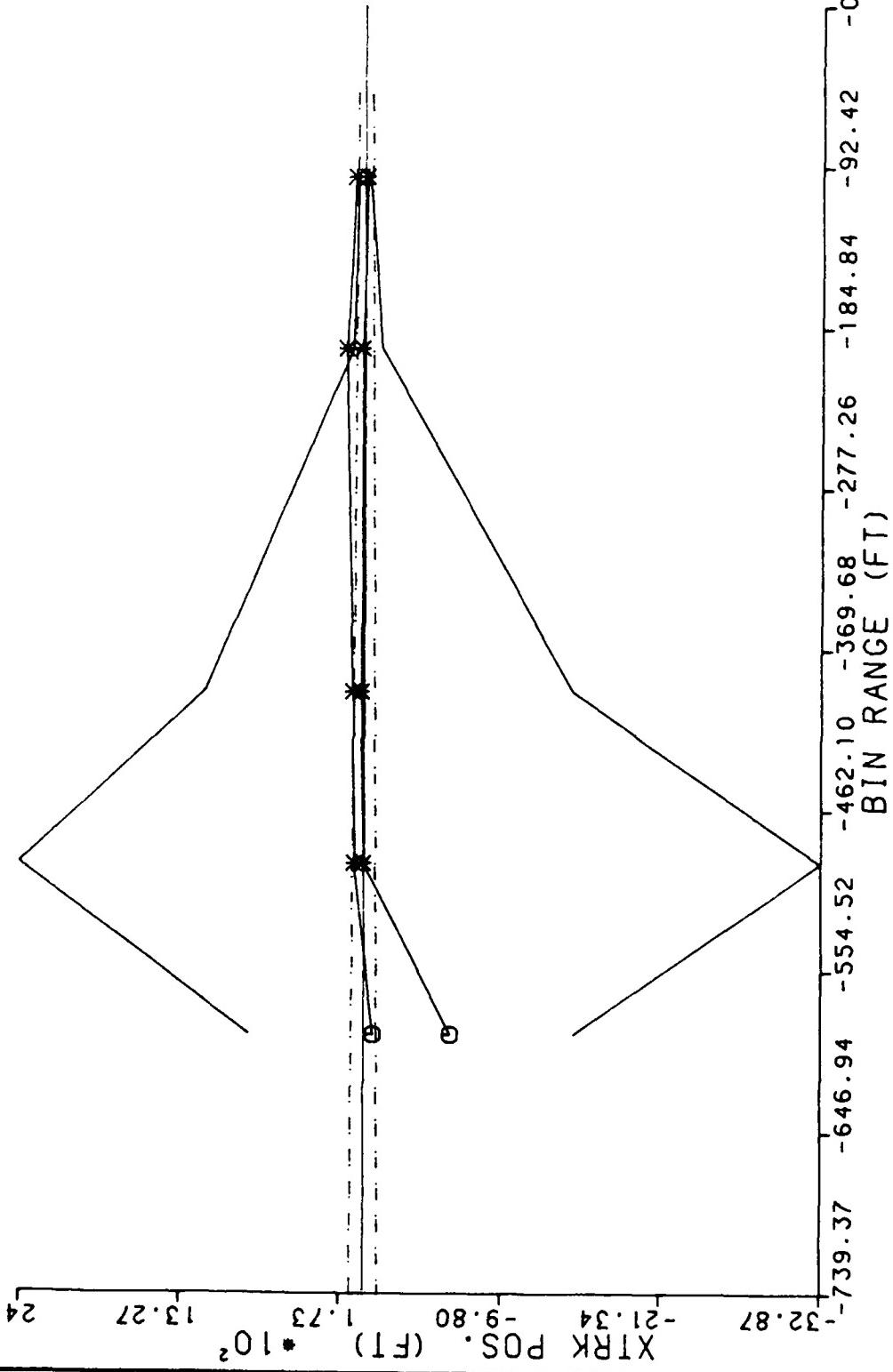
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
 10 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08435

- - - INDICATES FAA APPROACH SURFACE  
 \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OHG DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
\*INDICATES BETA DISTRIBUTION RANGE LIMIT  
INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

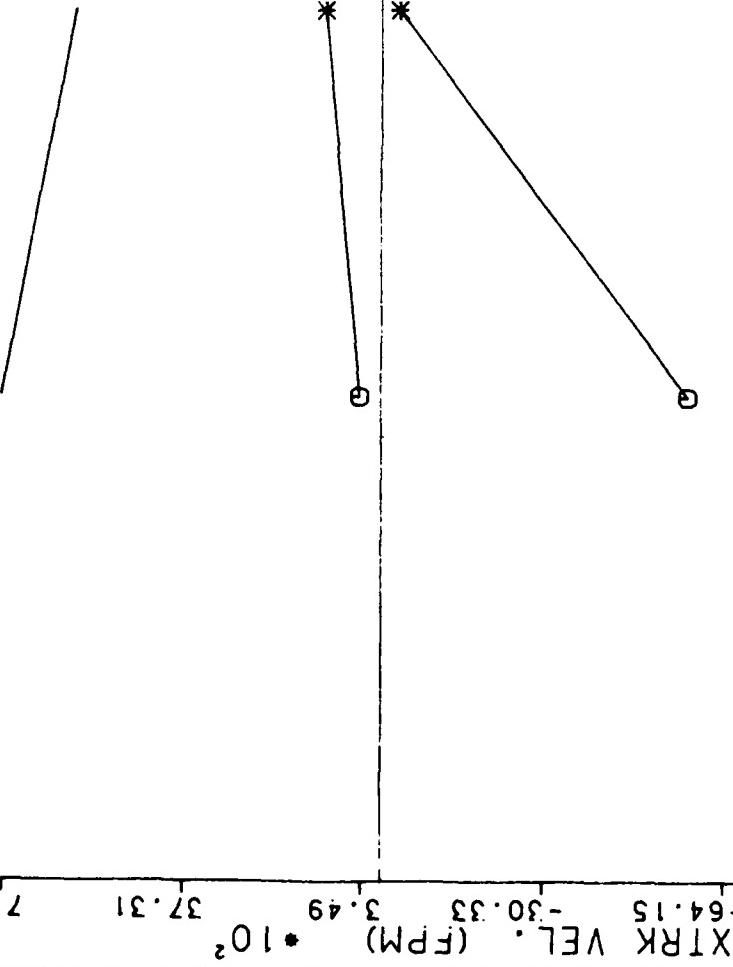
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

-739.37 -646.94 -554.52 -462.19 -369.68 -277.26 -184.84 -92.42 -0.00  
BIN RANGE (FT)

VMC DISTRIBUTION ANALYSIS--- OH6 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08305

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

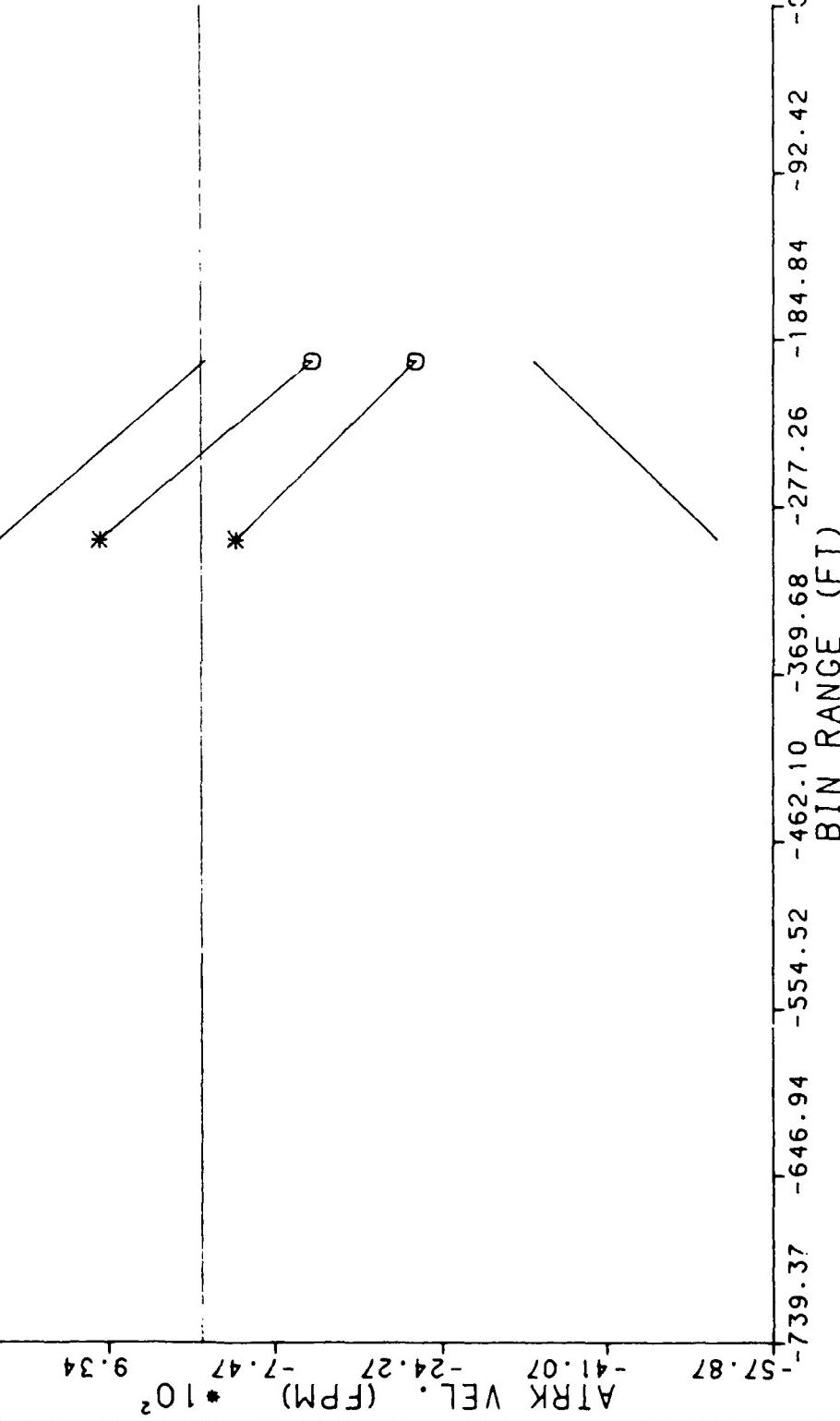


BIN RANGE (FT)	XTRK VEL. (FPM) * 10 <sup>2</sup> (Normal)	XTRK VEL. (FPM) * 10 <sup>2</sup> (Beta)
-739.37	-646.94	-554.52
-646.94	-462.10	-369.68
-554.52	-277.26	-184.84
-462.10	-92.42	-0.00
-369.68		
-277.26		
-184.84		
-92.42		
-0.00		

VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

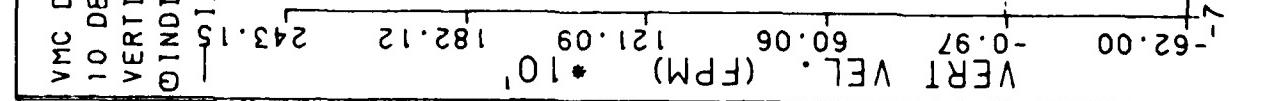
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

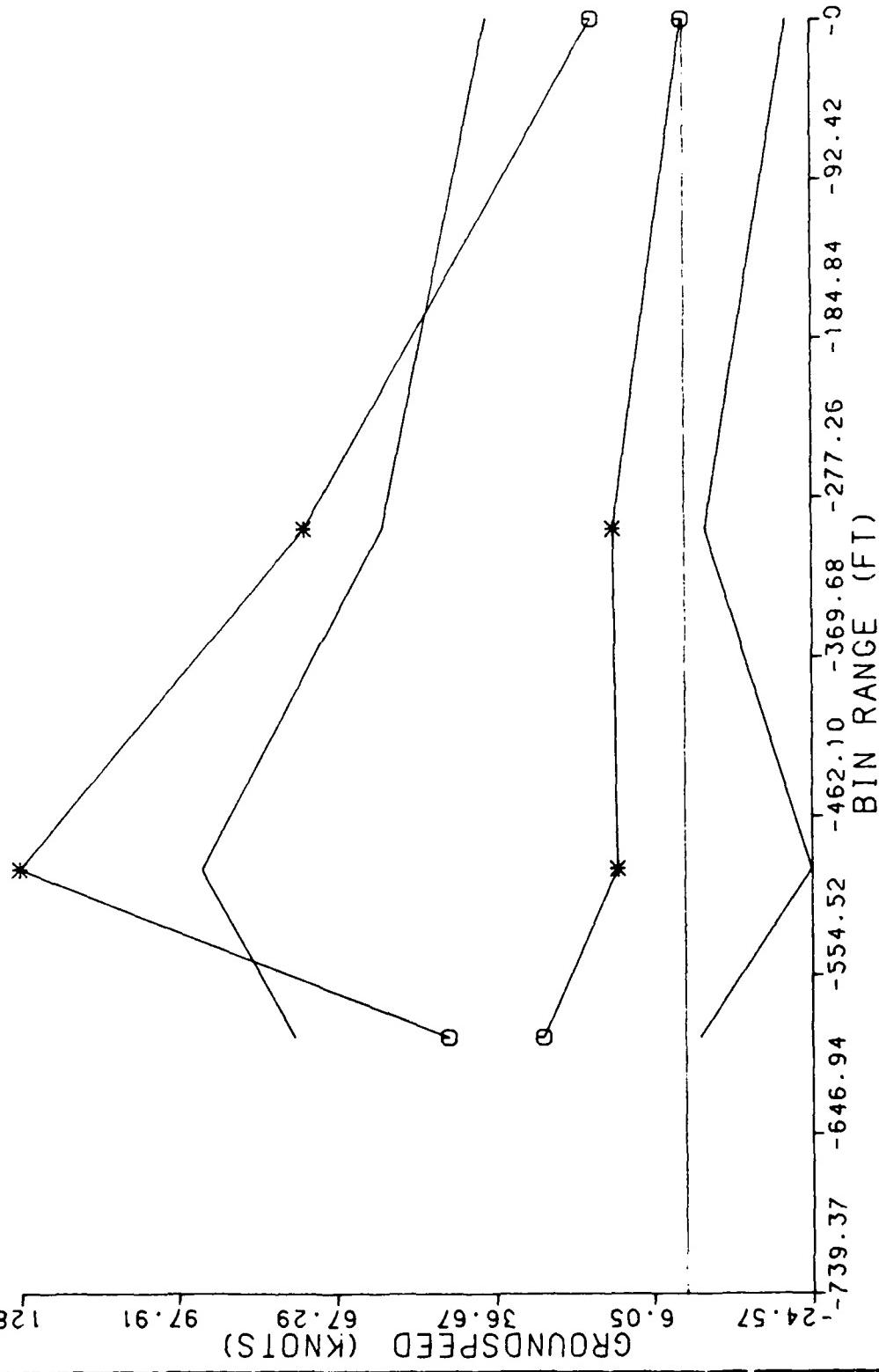
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
\*INDICATES BETA DISTRIBUTION RANGE LIMIT  
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

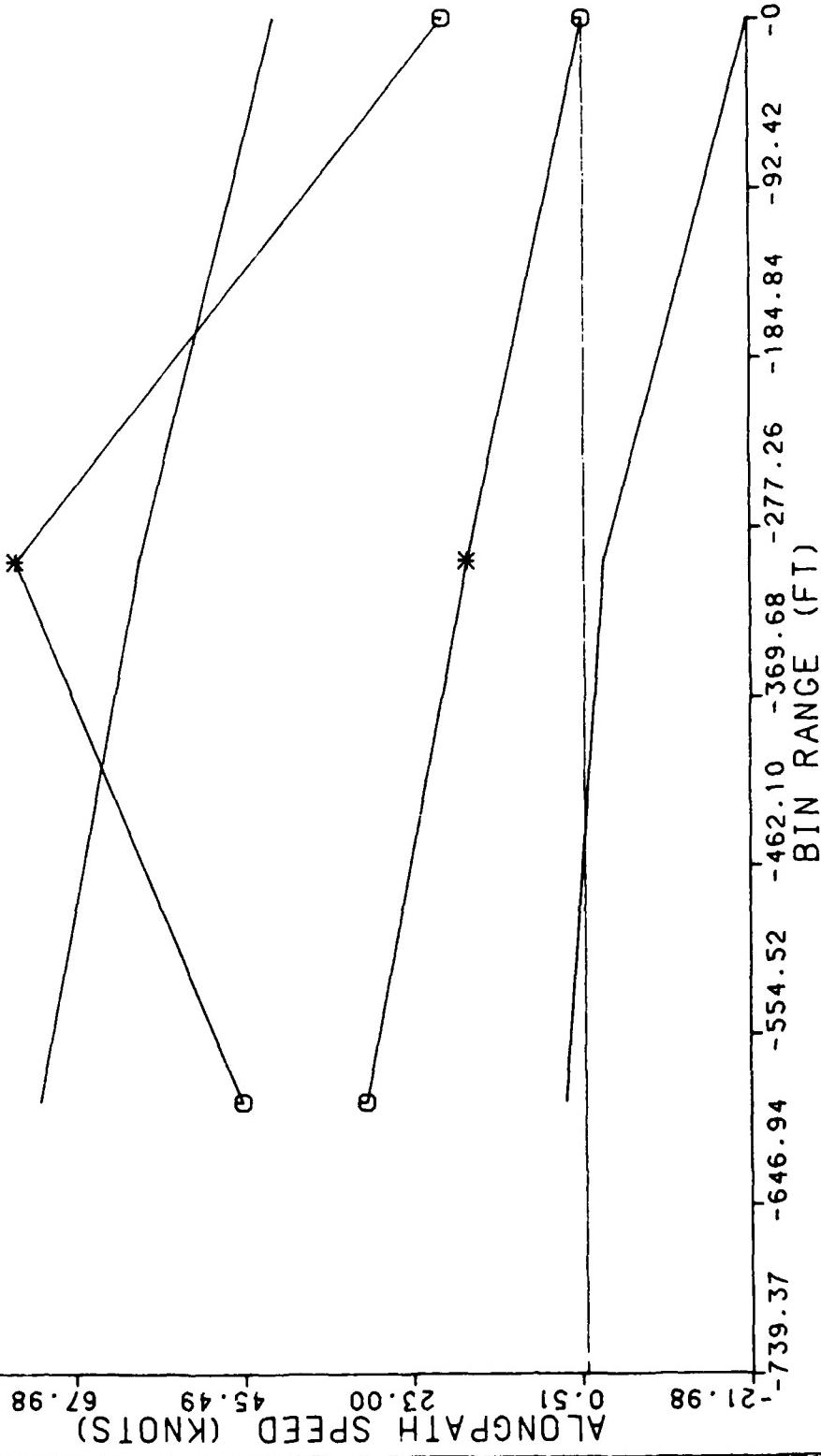
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- JH6 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

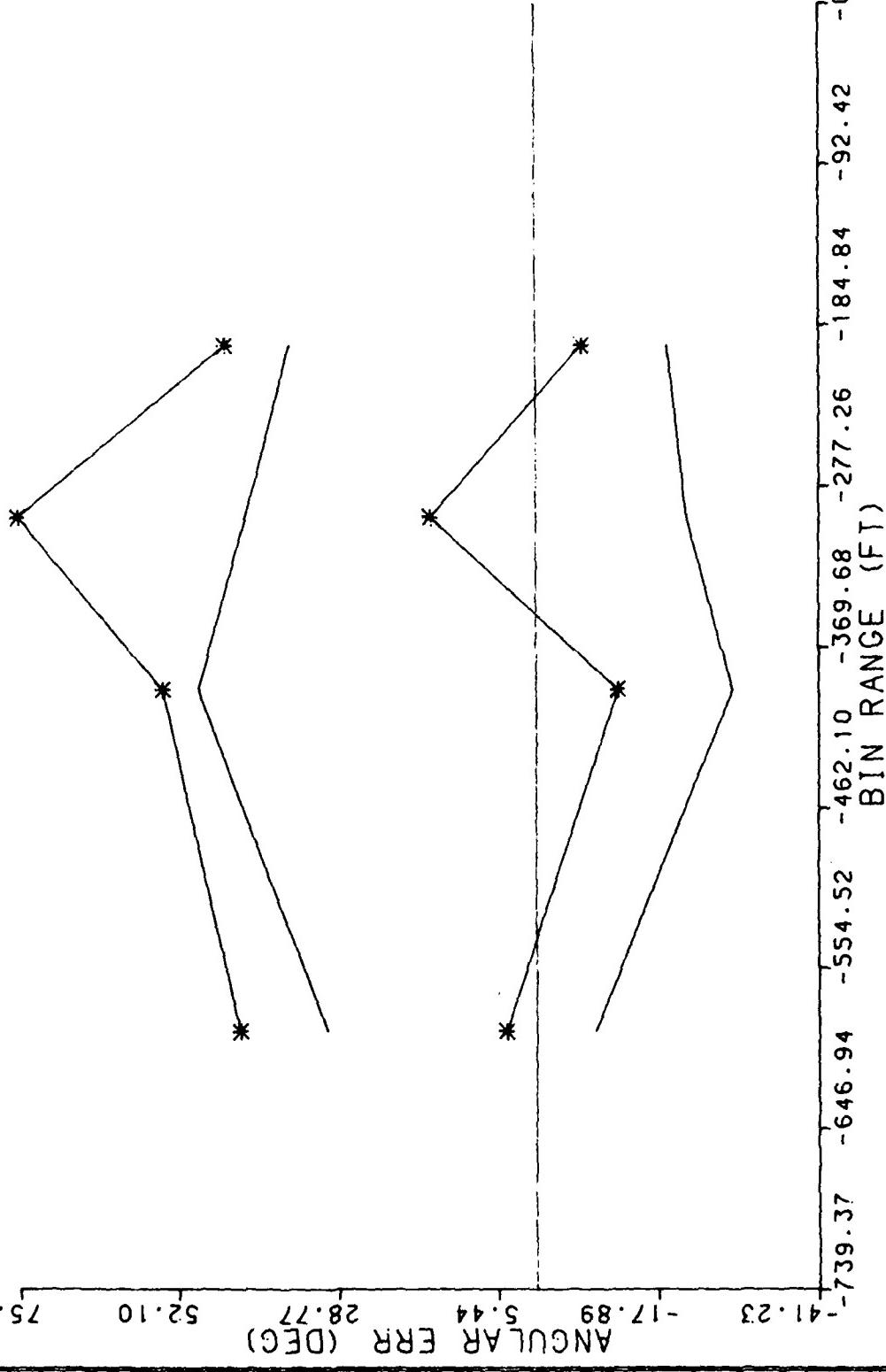
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS--- OH6 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

ALTITUDE ERR (FT) \* 10<sup>-3</sup>

-40.92 -20.01 0.90 21.80 42.71 63.62 -739.37 -646.94 -554.52 -462.10 -369.68 -277.26 -184.84 -92.42 -0.00  
BIN RANGE (FT)

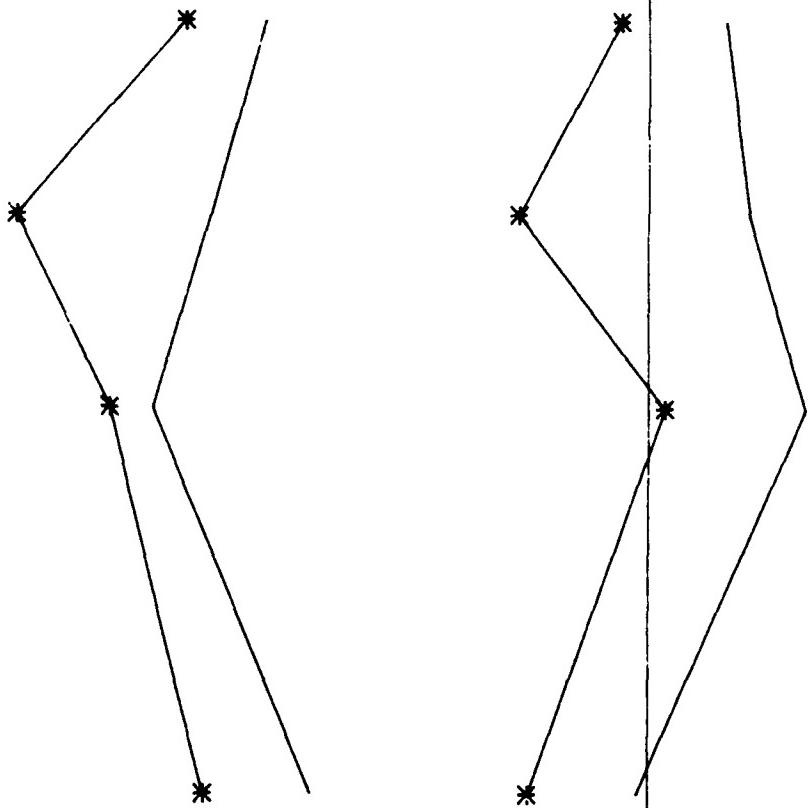
VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
10 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, N.J. 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

-739.37 -646.94 -554.52 -462.10 -369.68 -277.26 -184.84 -92.42 -0.00  
BIN RANGE (FT)

-31.23 -11.93 11.51 55.10 76.69  
ANGULAR POS. (DEG)

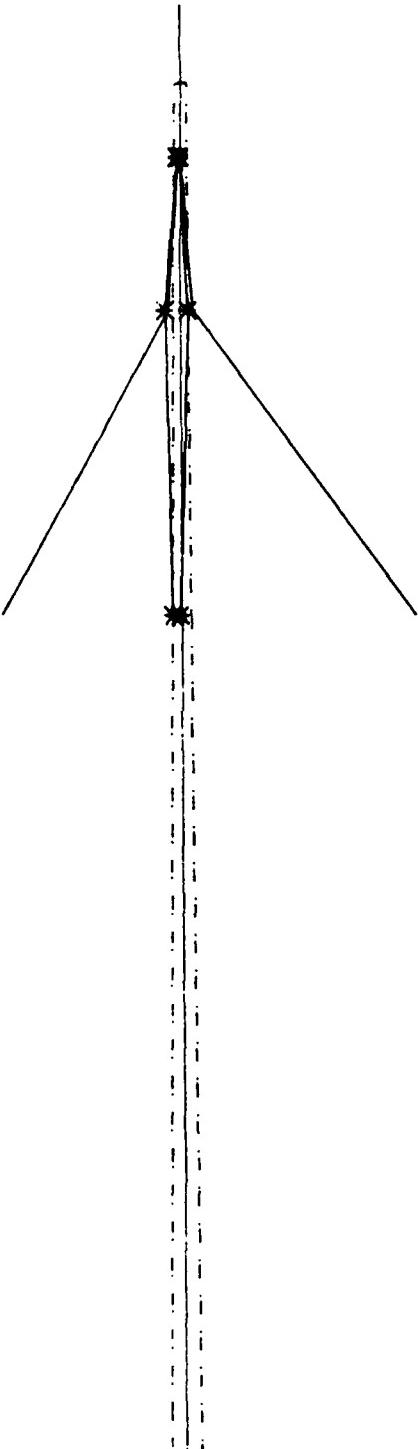


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

— INDICATES FAA APPROACH SURFACE  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

XTRK POS. (FT) • 10<sup>2</sup>  
-42.75 -27.66 -12.58 2.51 17.59 32.68

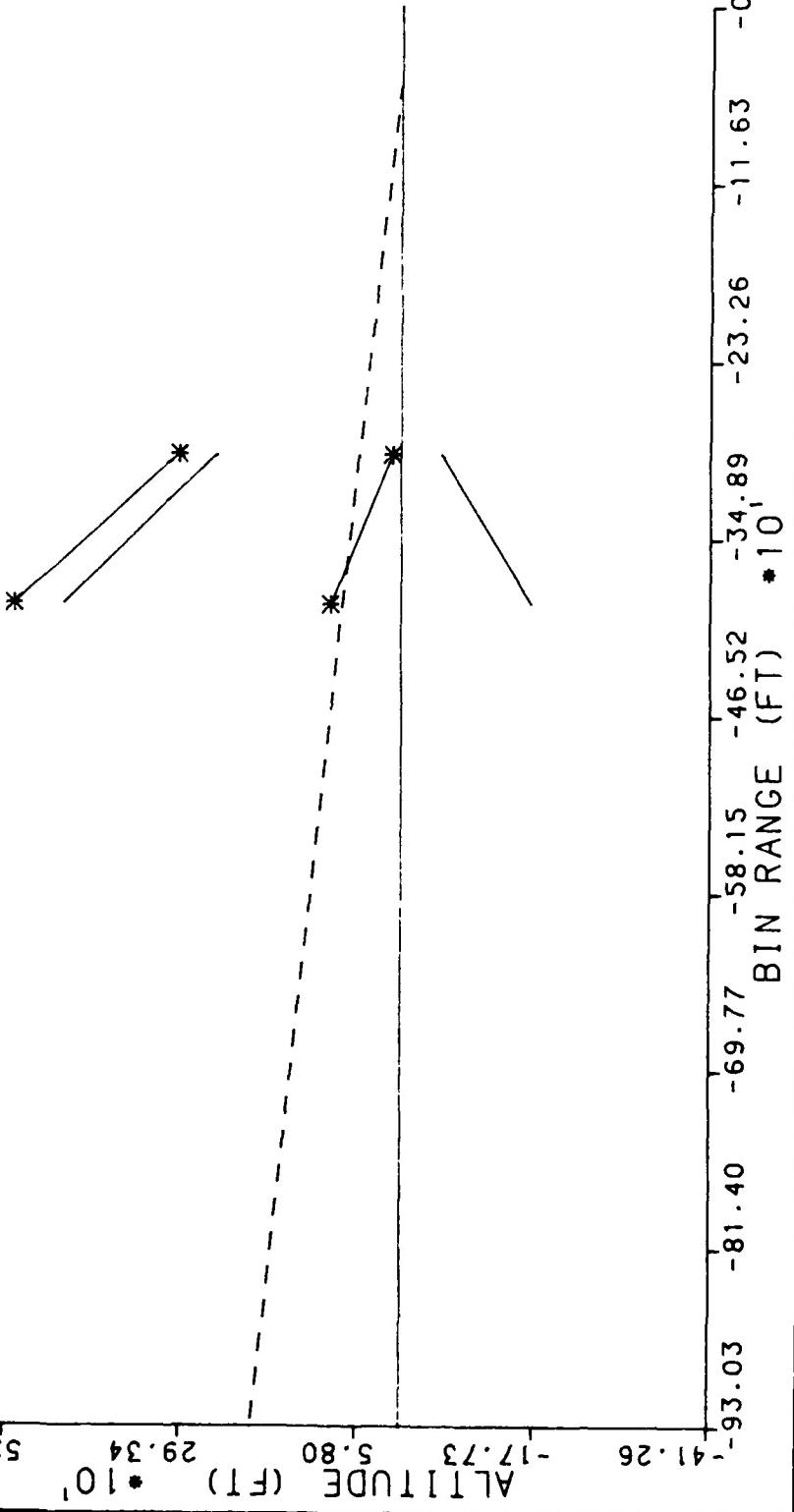


-93.03 -81.40 -69.77 -58.15 -46.52 -34.89 \*10<sup>1</sup> -23.26 -11.63 -0.00

VMC DISTRIBUTION ANALYSIS-- OHG DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)

\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

XTRK VEL. (FPM) • 10<sup>2</sup>

-48.63	-93.03	-81.40	-69.77	-58.15	-46.52	-34.89	-23.26	-11.63	-0.00
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VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08305

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

.56

41.

17.31

10<sup>2</sup>

\*10<sup>2</sup>

17.95

-6.95

-31.20

-55.46

ATRK VEL. (FPM)

-79.71

-93.03

-81.40

-69.77

-58.15

-46.52

-34.89

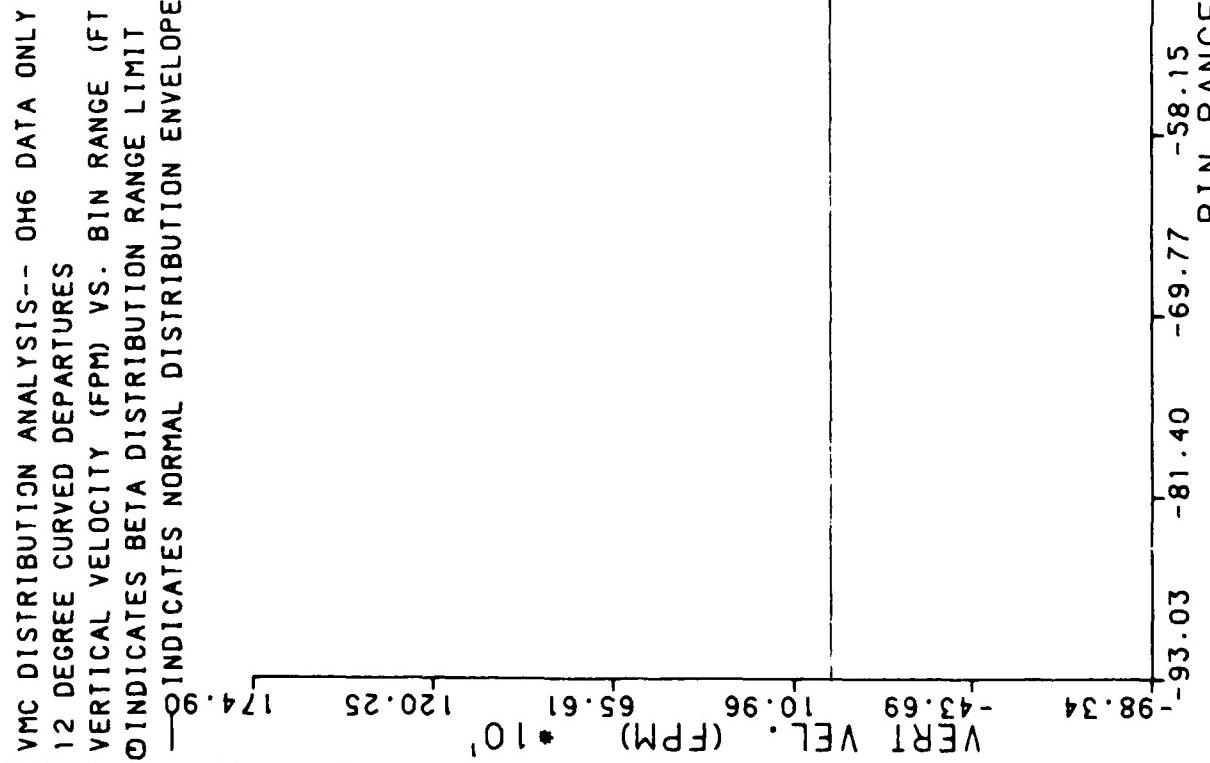
-23.26

-11.63

-0.00

\*

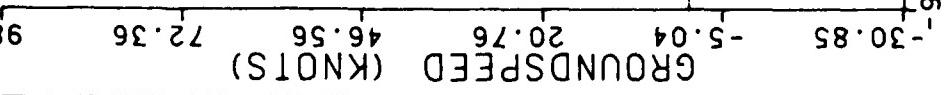
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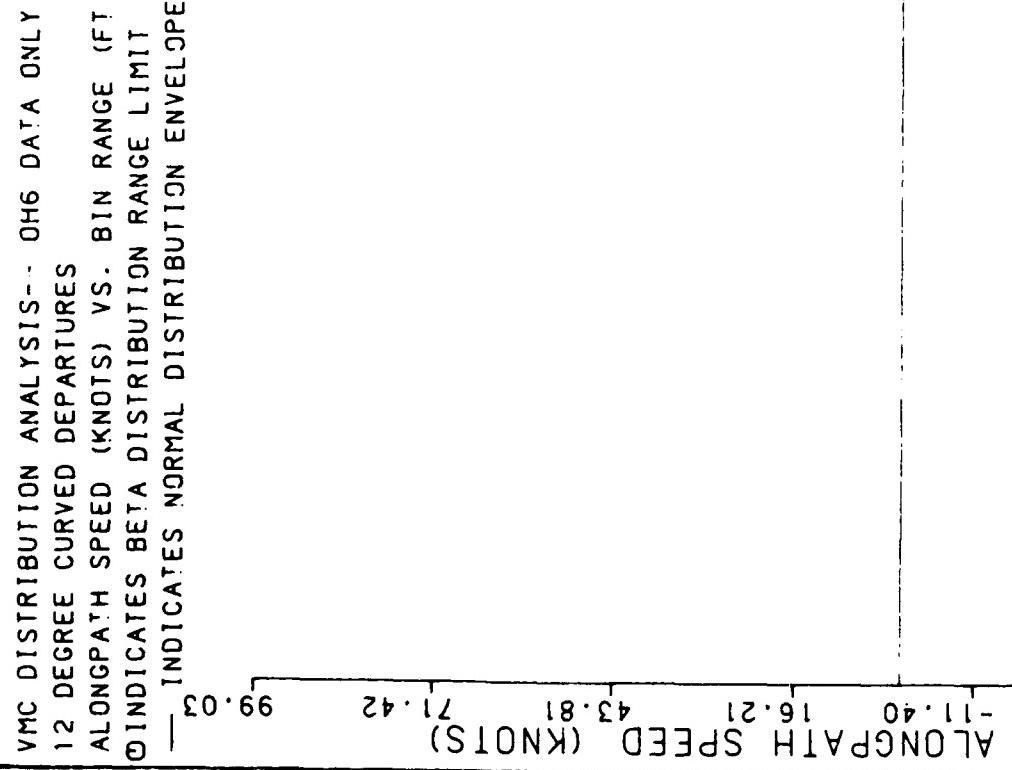


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FMA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY





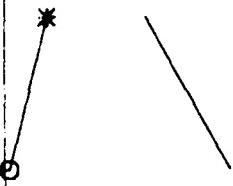
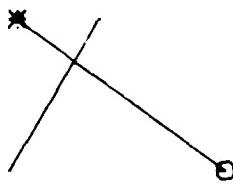
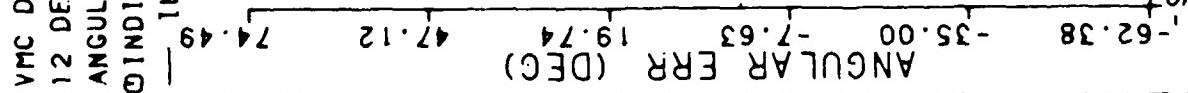
DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

VMC DISTRIBUTION ANALYSIS-- OHS DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08433

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

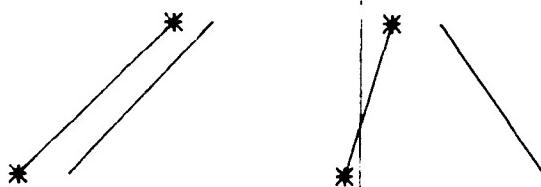


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

-50.60 -47.06 -43.53 \*10<sup>3</sup> ALTITUDE ERR (FT) -40.00 -3.53 -27.06 -93.03

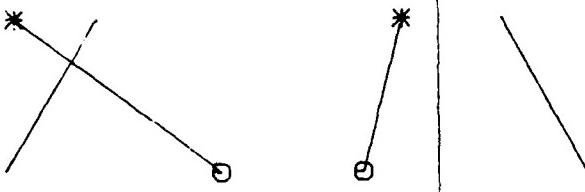


VMC DISTRIBUTION ANALYSIS-- OH6 DATA ONLY  
12 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

-93.03 -81.40 -69.77 -58.15 -46.52 -34.89 -23.26 -11.63 -0.00  
-50.44 -23.03 37 31.78 59.18 86.59  
ANGULAR POS. (DEG)



APPENDIX L  
DISTRIBUTION COMPARISON PLOTS FOR ALL AIRCRAFT DATA

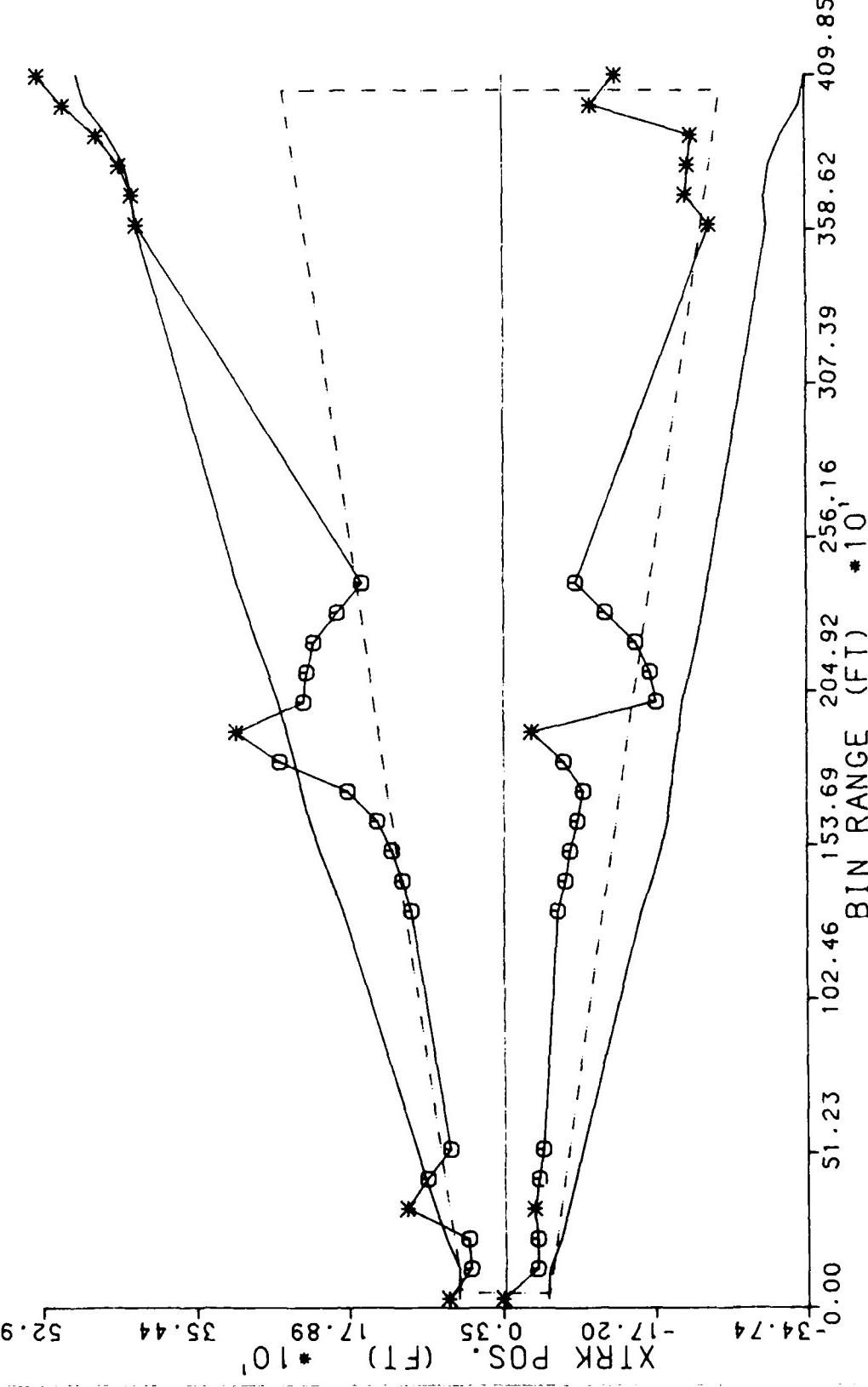
The plots presented in this appendix are arranged in a specific order. To make it easier to find a particular plot, the order of the plots are explained here.

There are four major divisions of the plots (in order of presentation): straight-in approaches, curved approaches, straight-out departures, and curved departures. There are three first line subdivisions in each of the major divisions. For approaches they are:  $7.125^\circ$ ,  $8.00^\circ$ , and  $10.00^\circ$  approaches. For departures they are:  $7.125^\circ$ ,  $10.00^\circ$ , and  $12.00^\circ$  departures.

There are ten second line subdivisions in each first line division. The subdivisions for all first line subdivisions are: crosstrack position (ft), altitude (ft), crosstrack velocity (fpm), along track velocity (fpm), vertical velocity (fpm), groundspeed (kts), along path speed (kts), angular error (deg), altitude error (ft), and angular position (deg).

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRAK POSITION (FT) VS. BIN RANGE (FT) ... - INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE  
 \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

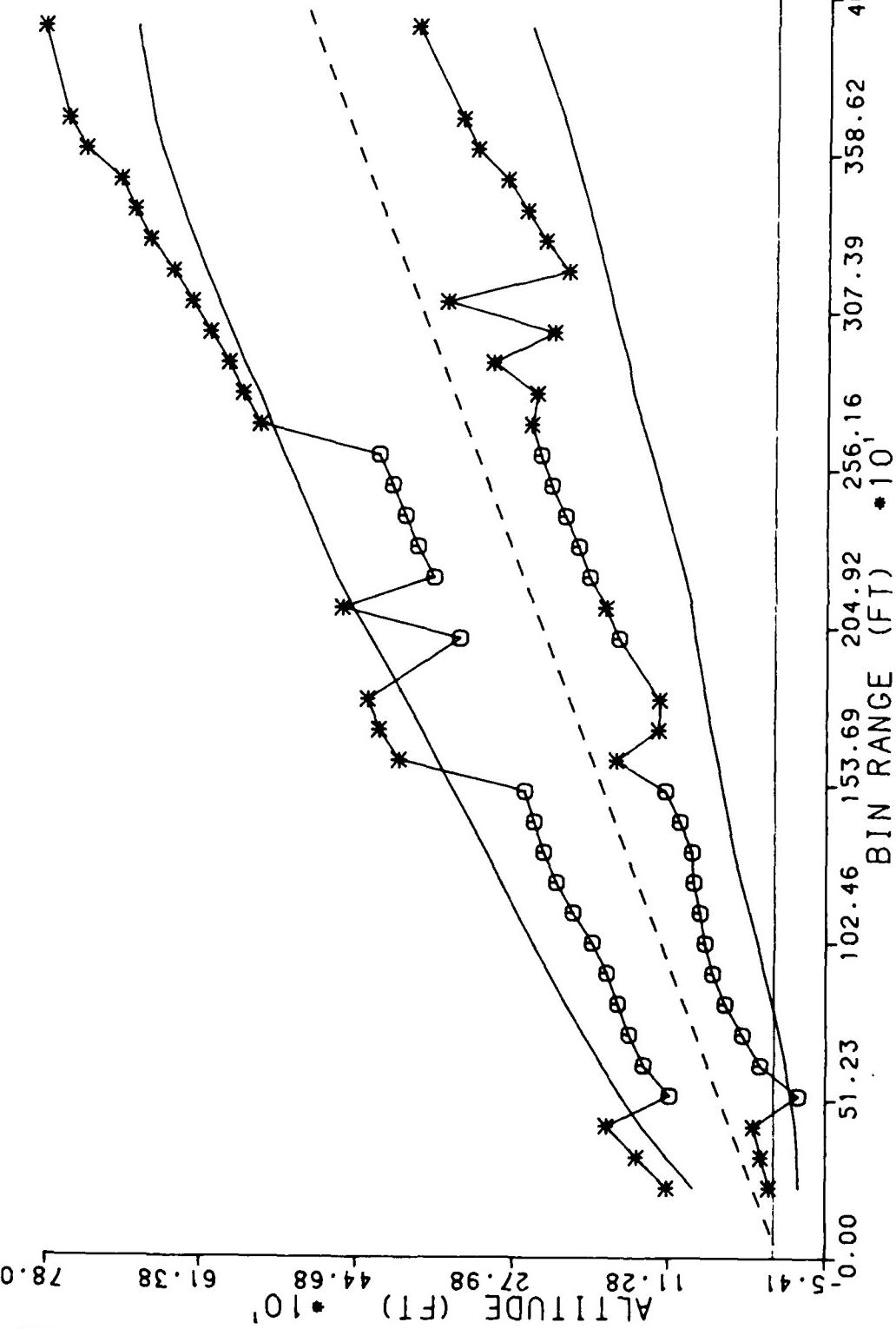
DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08003



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

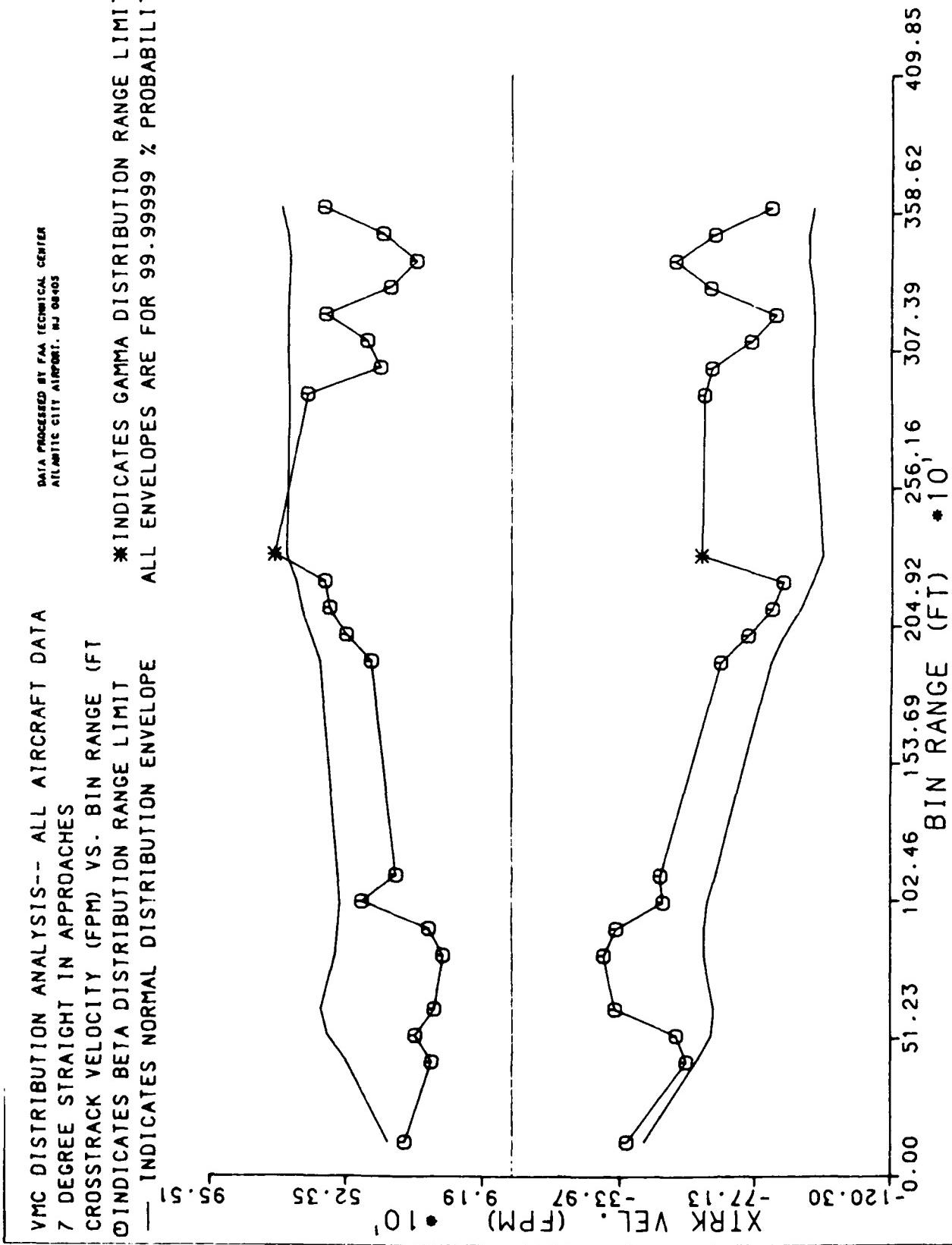
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08305

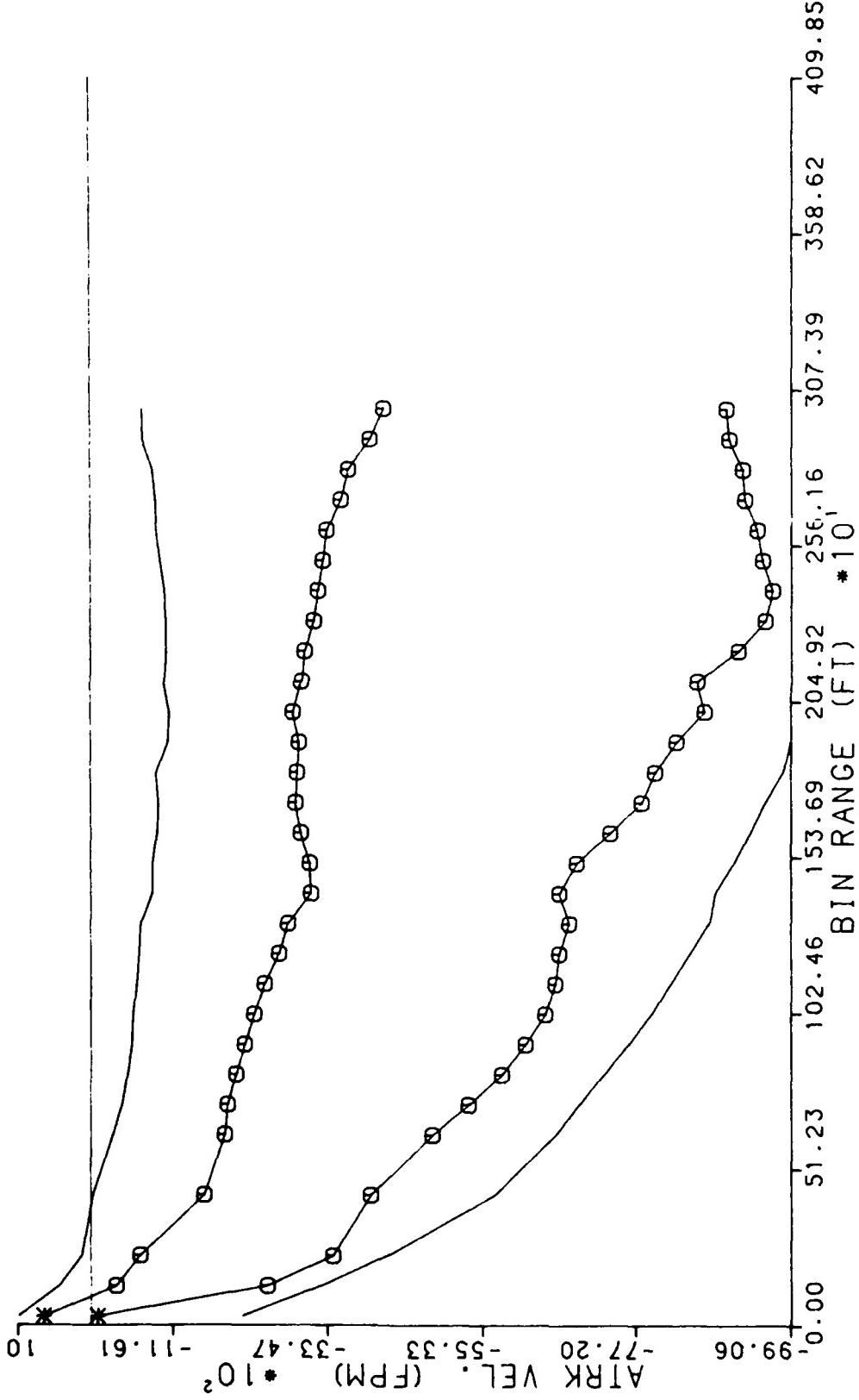
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE STRAIGHT IN APPROACHES  
ALONGTRACK VELOCITY (FTM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

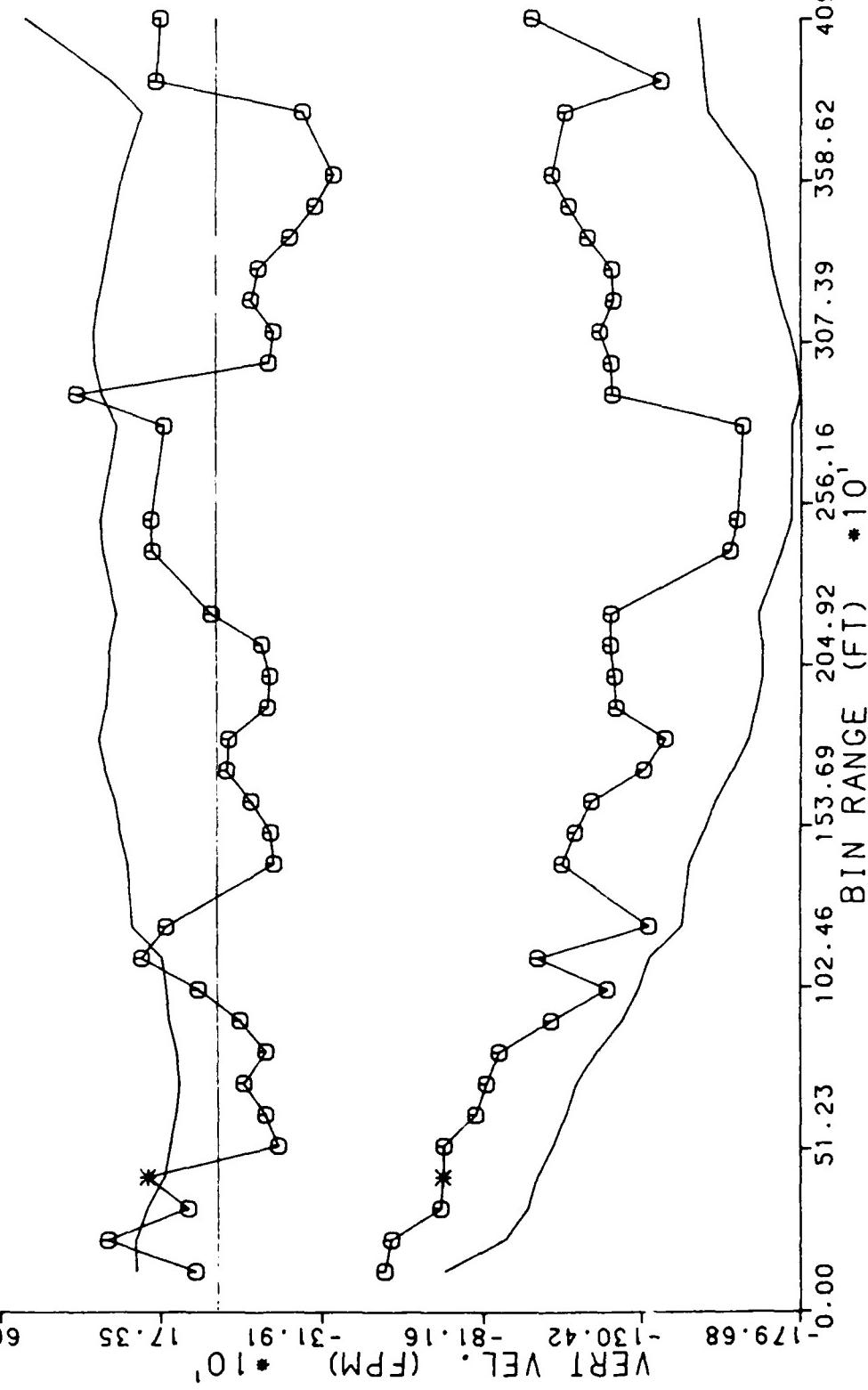
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE STRAIGHT IN APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08005

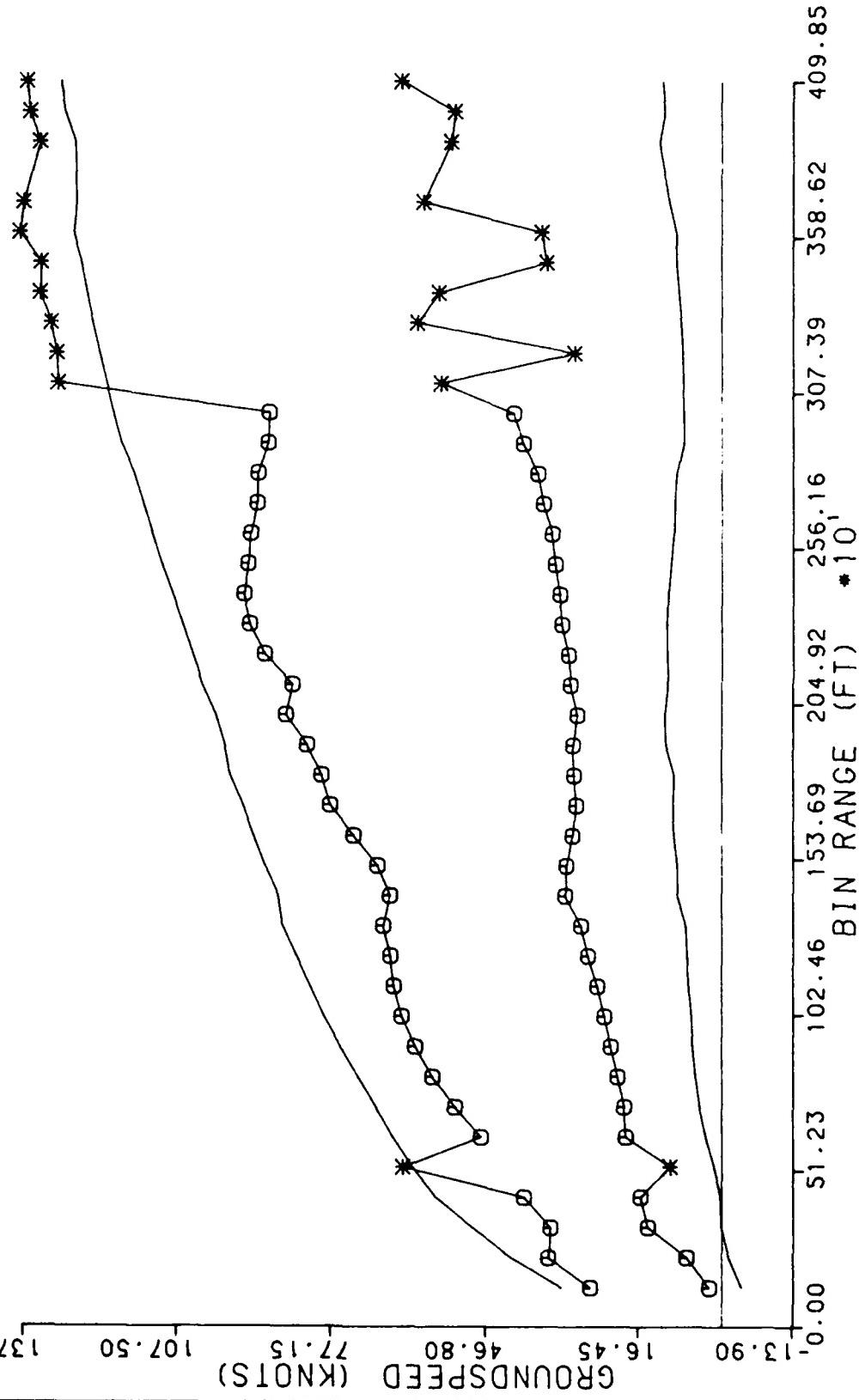
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE STRAIGHT IN APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
② INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

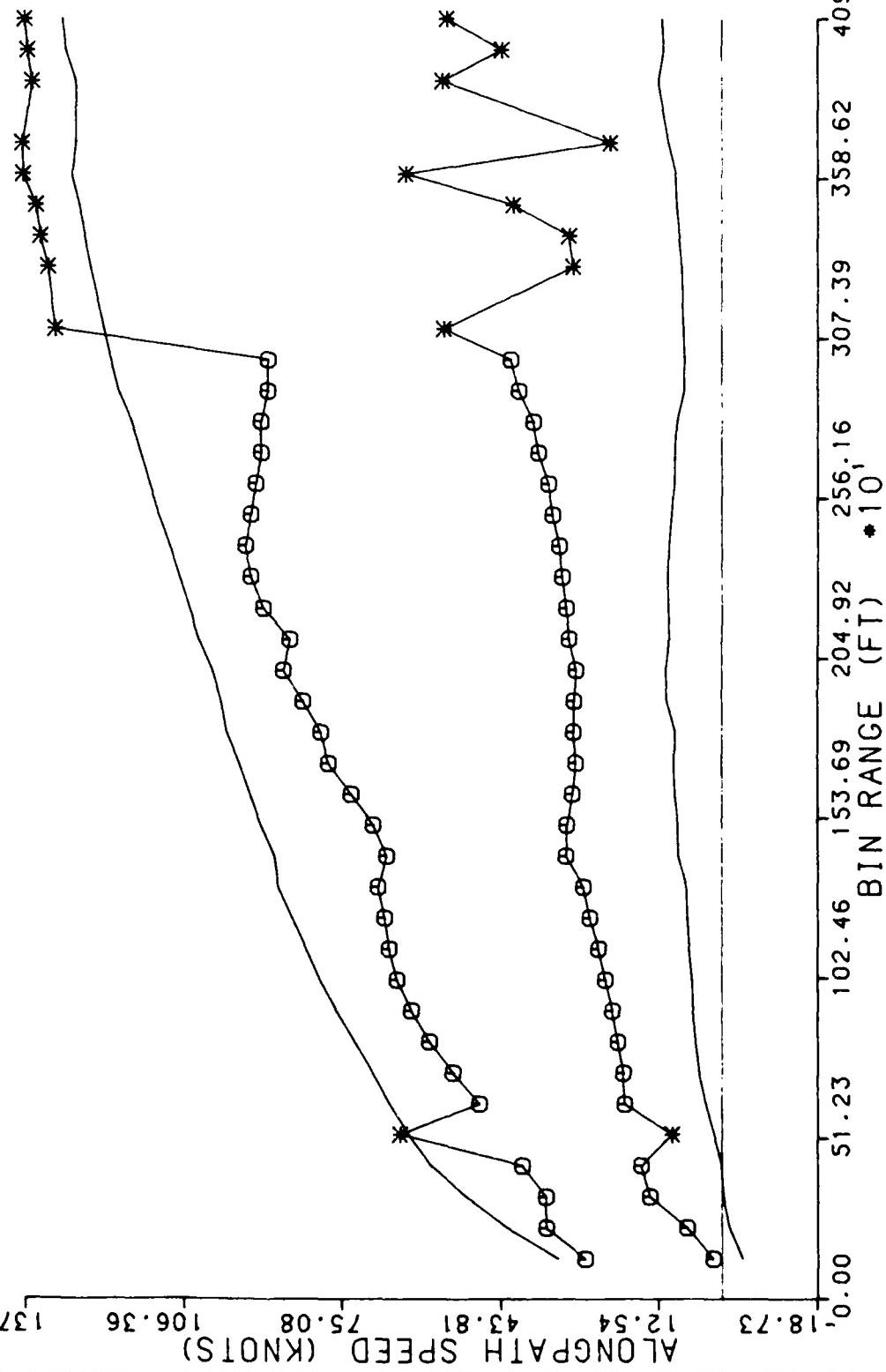
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE STRAIGHT IN APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

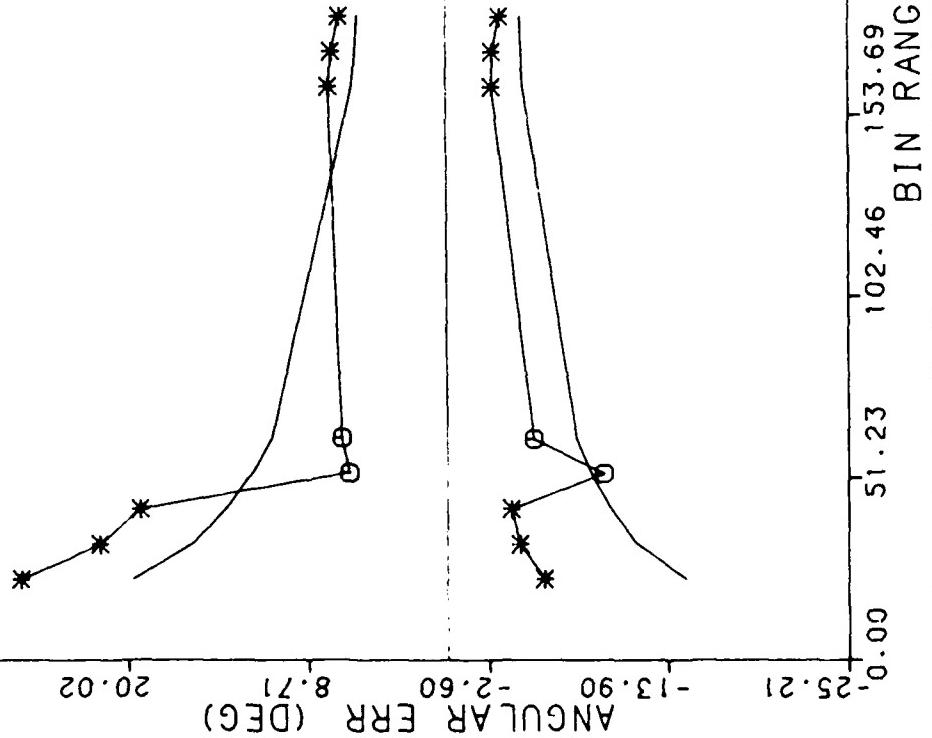
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 ( ) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

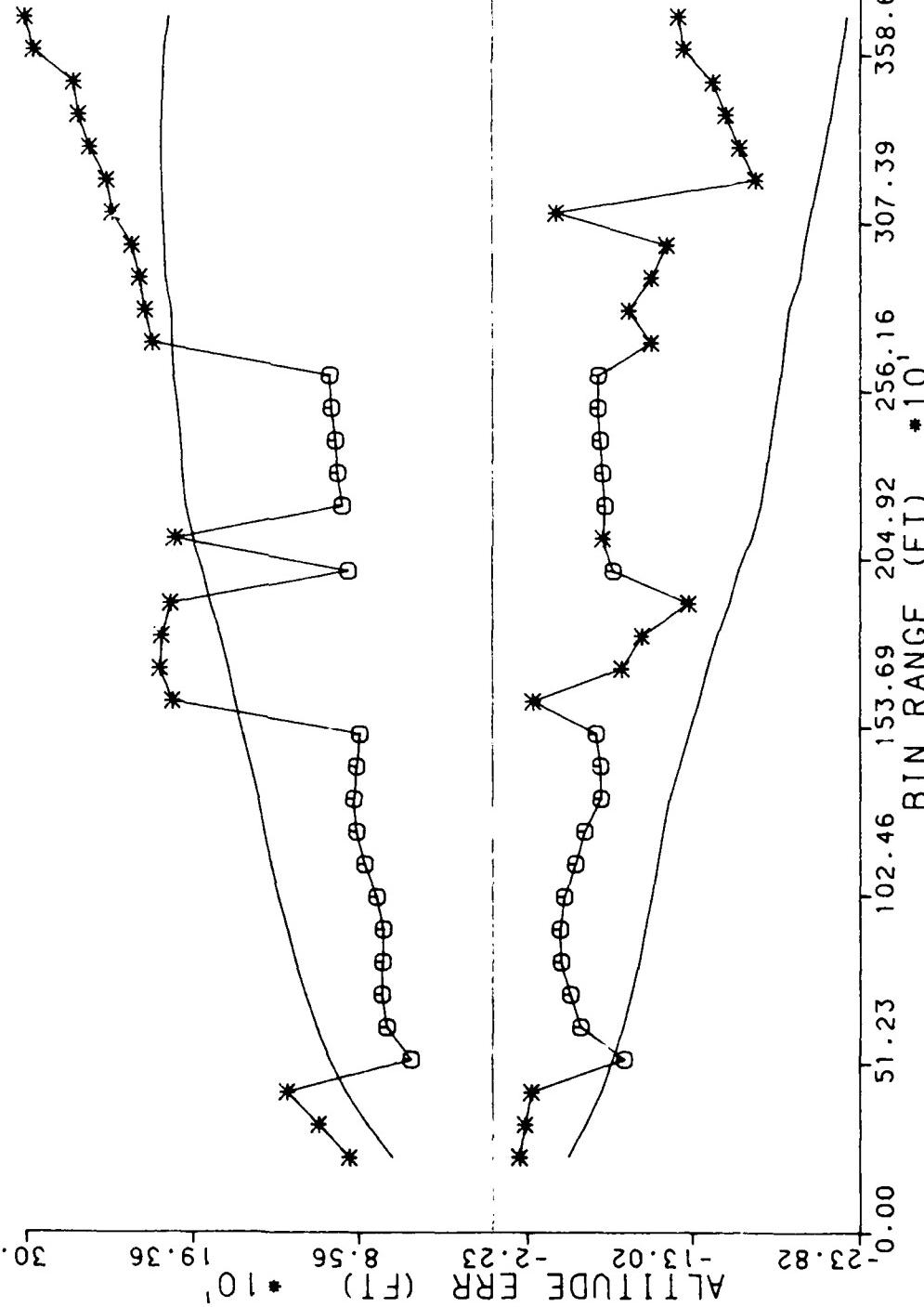
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

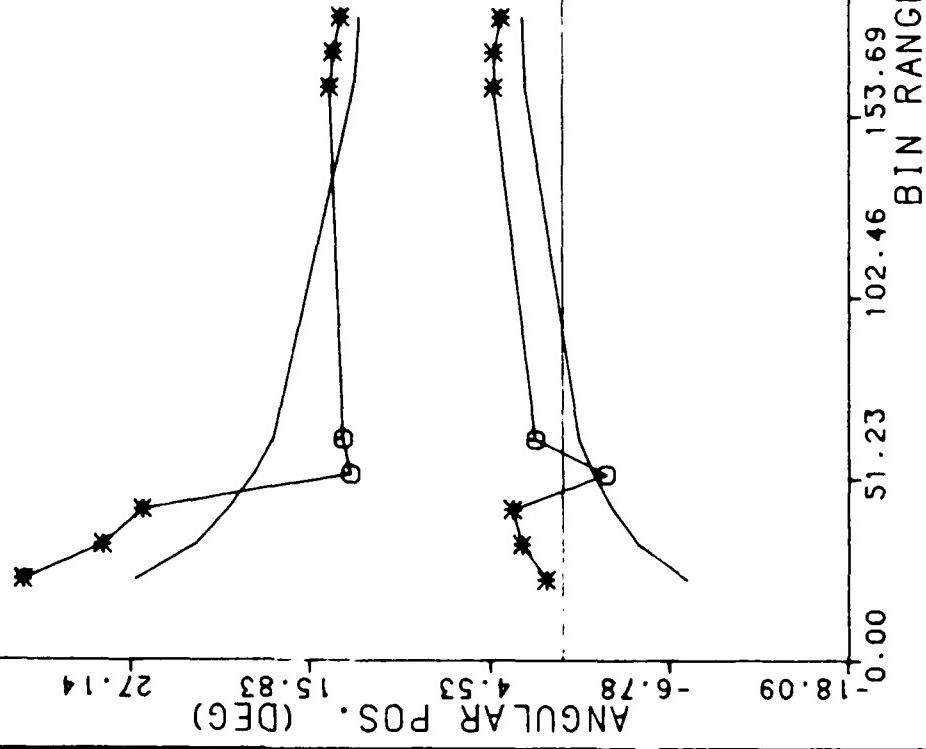
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.99999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 ① INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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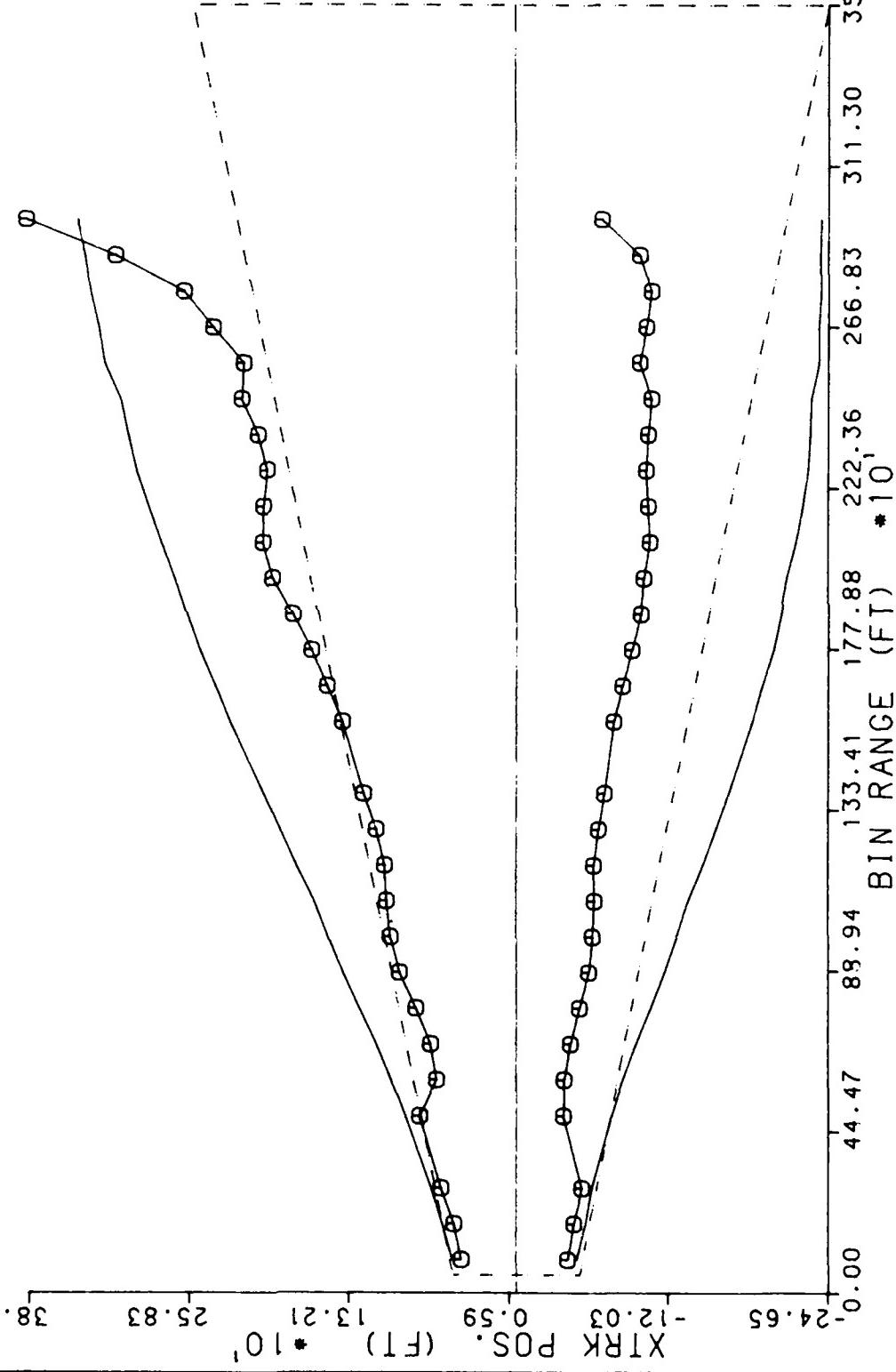
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 8 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRAK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

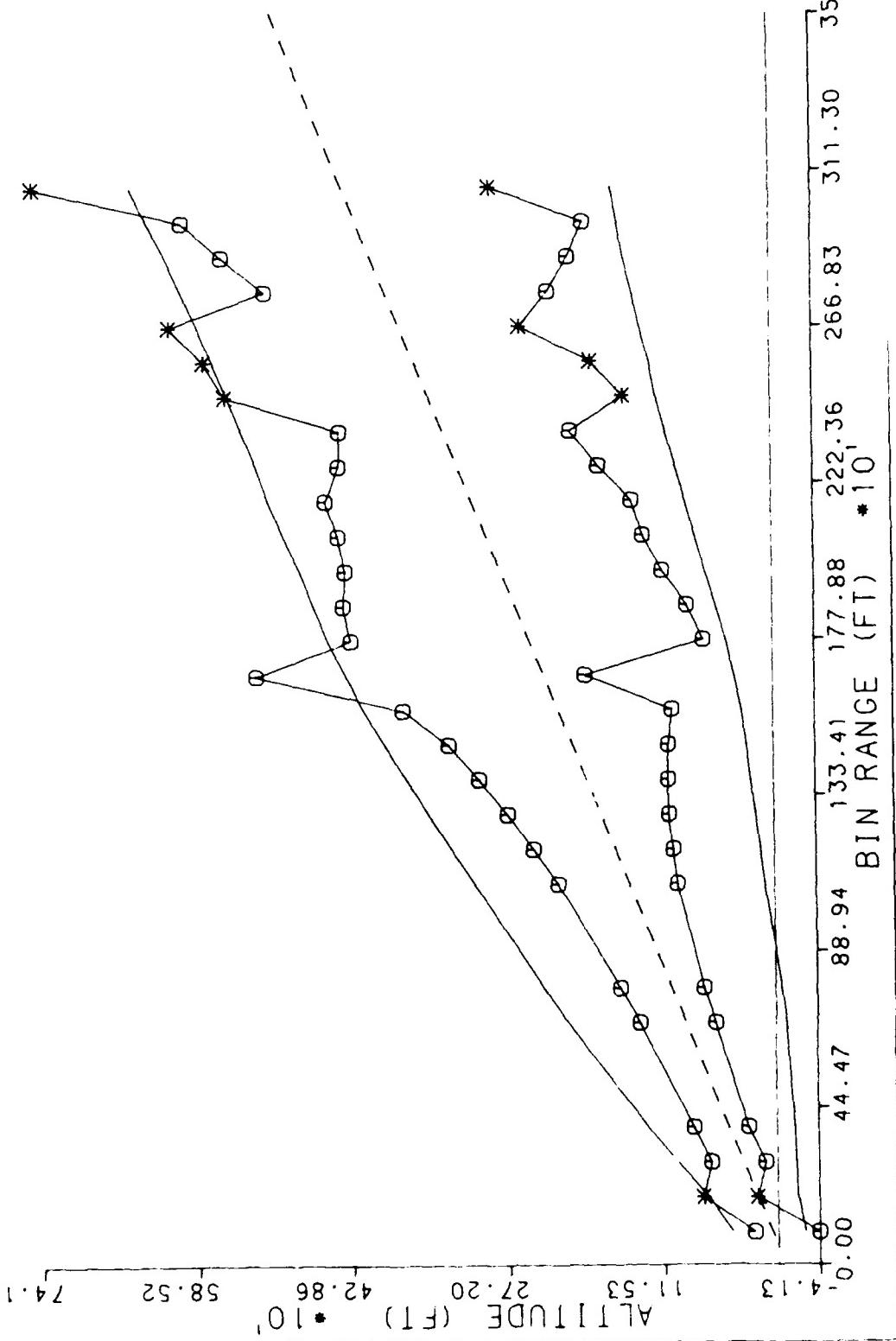
— INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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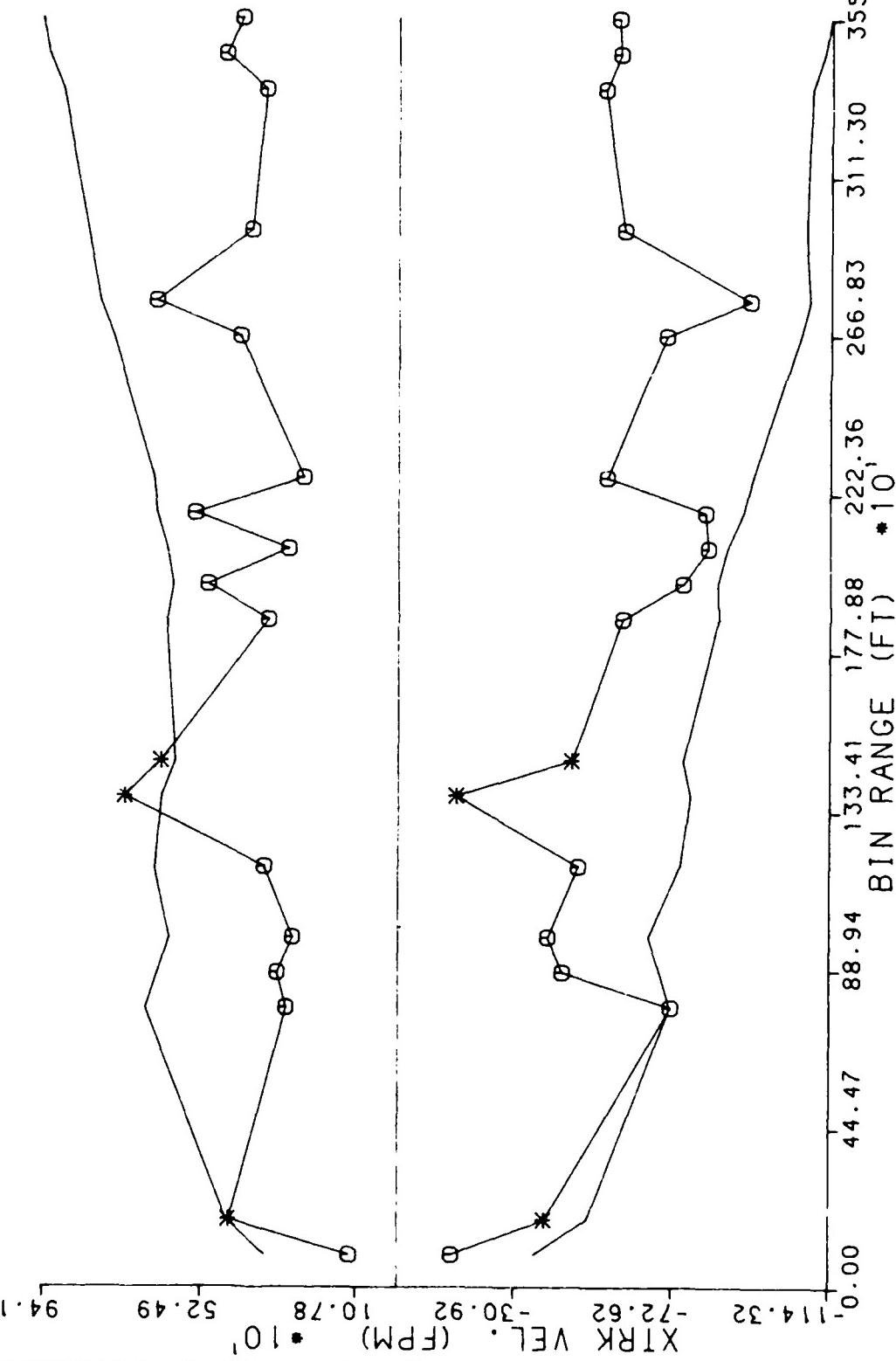
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE STRAIGHT IN APPROACHES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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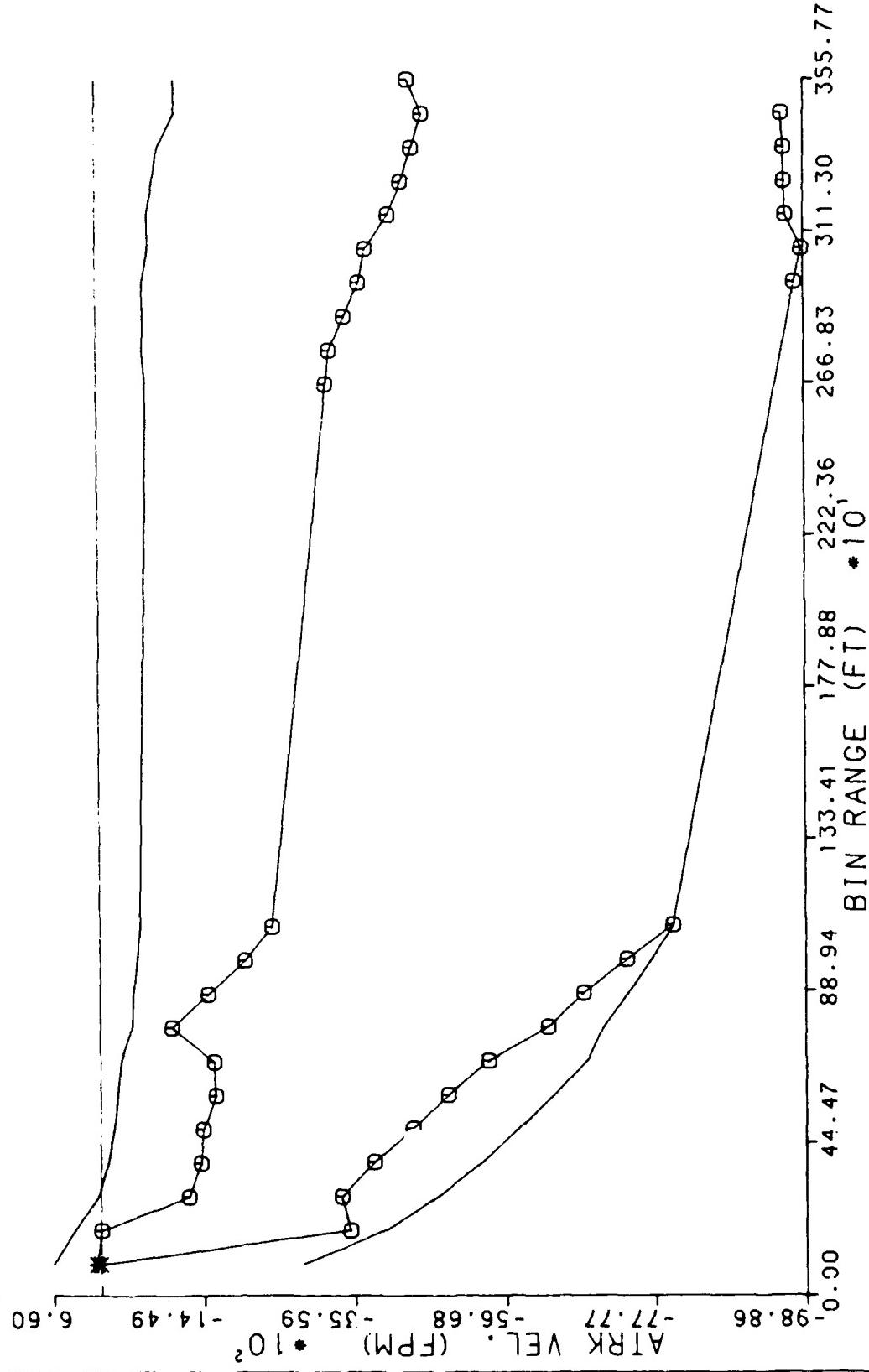
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 8 DEGREE STRAIGHT IN APPROACHES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

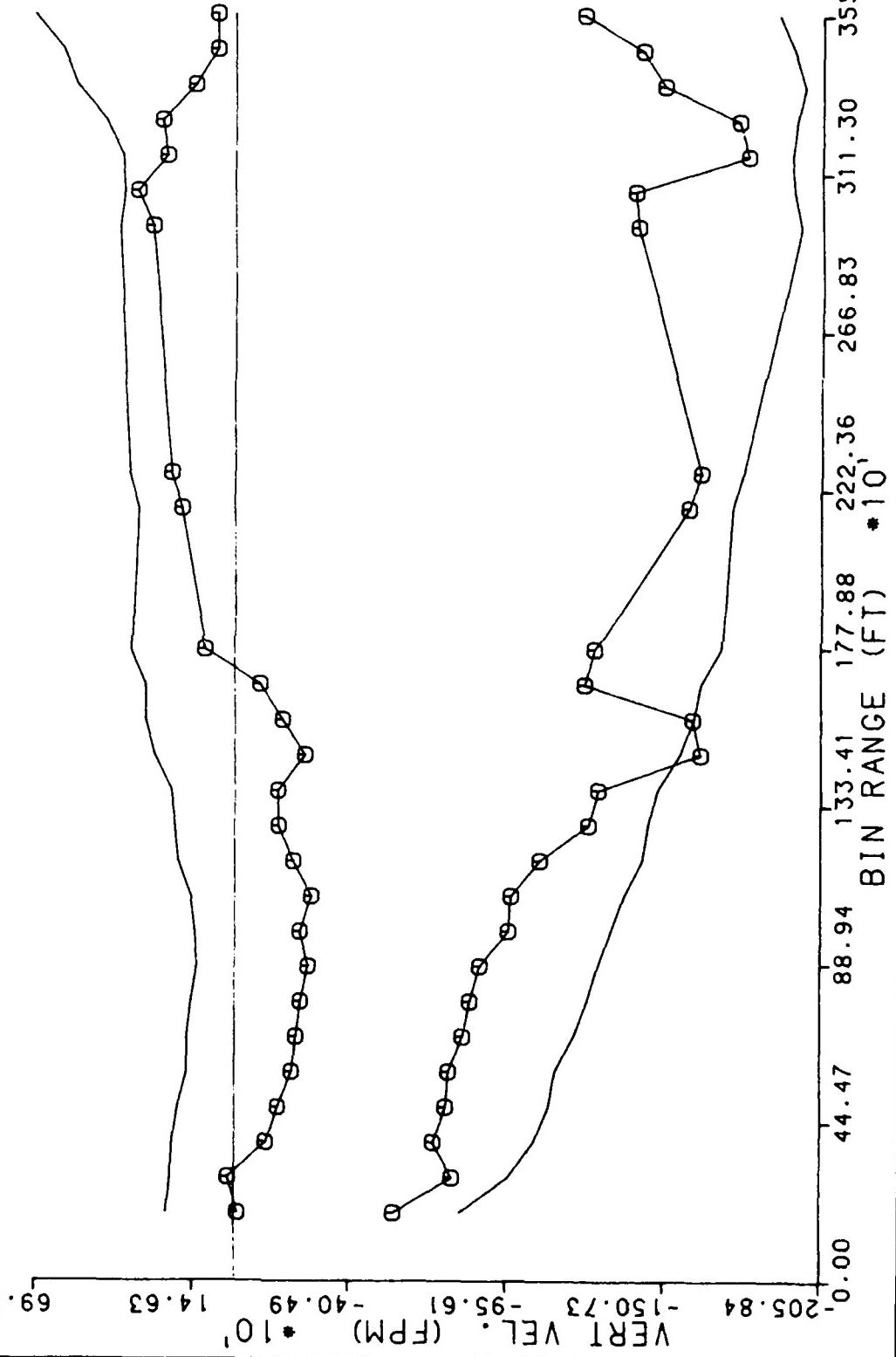
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE STRAIGHT IN APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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ATLANTIC CITY AIRPORT, NJ 08405

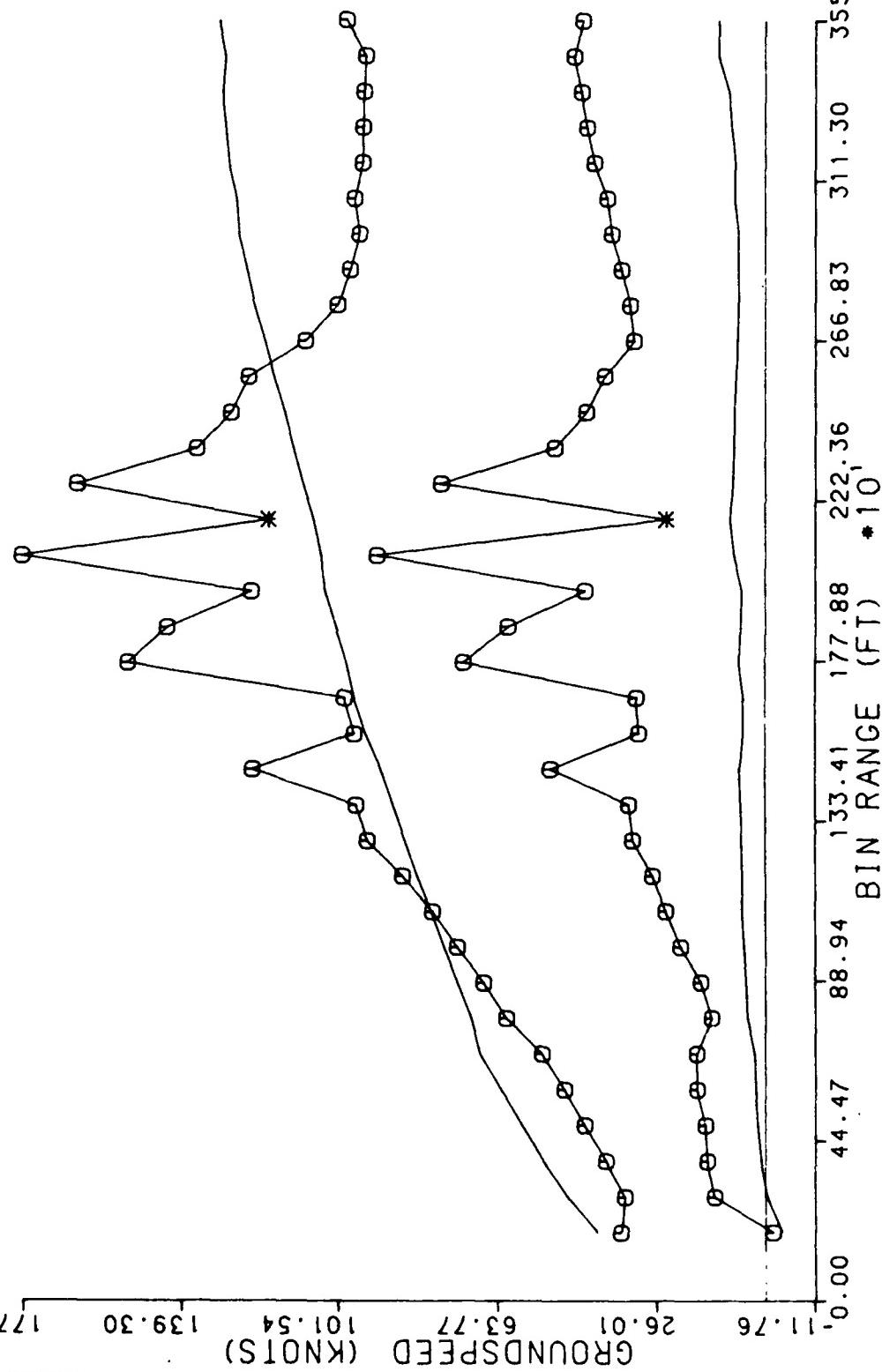
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE STRAIGHT IN APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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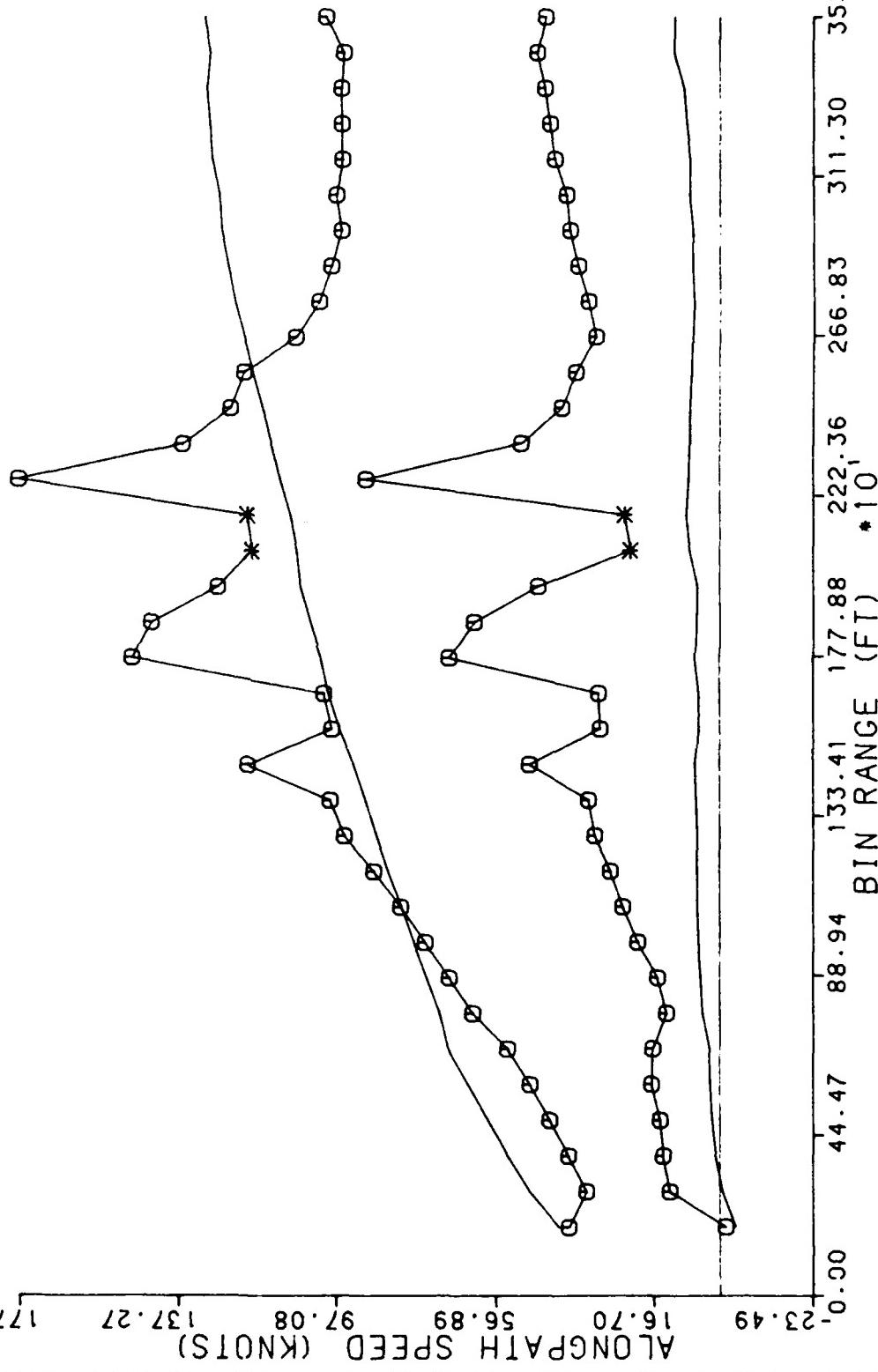
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE STRAIGHT IN APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
□ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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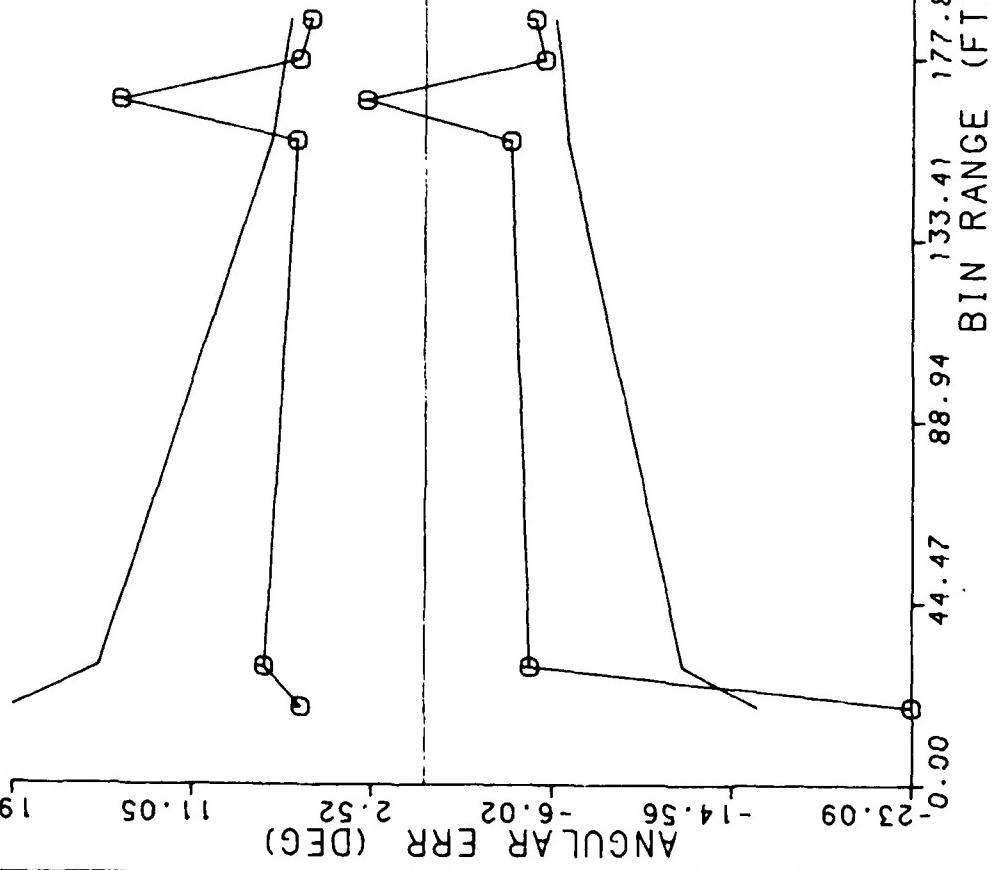
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE STRAIGHT IN APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

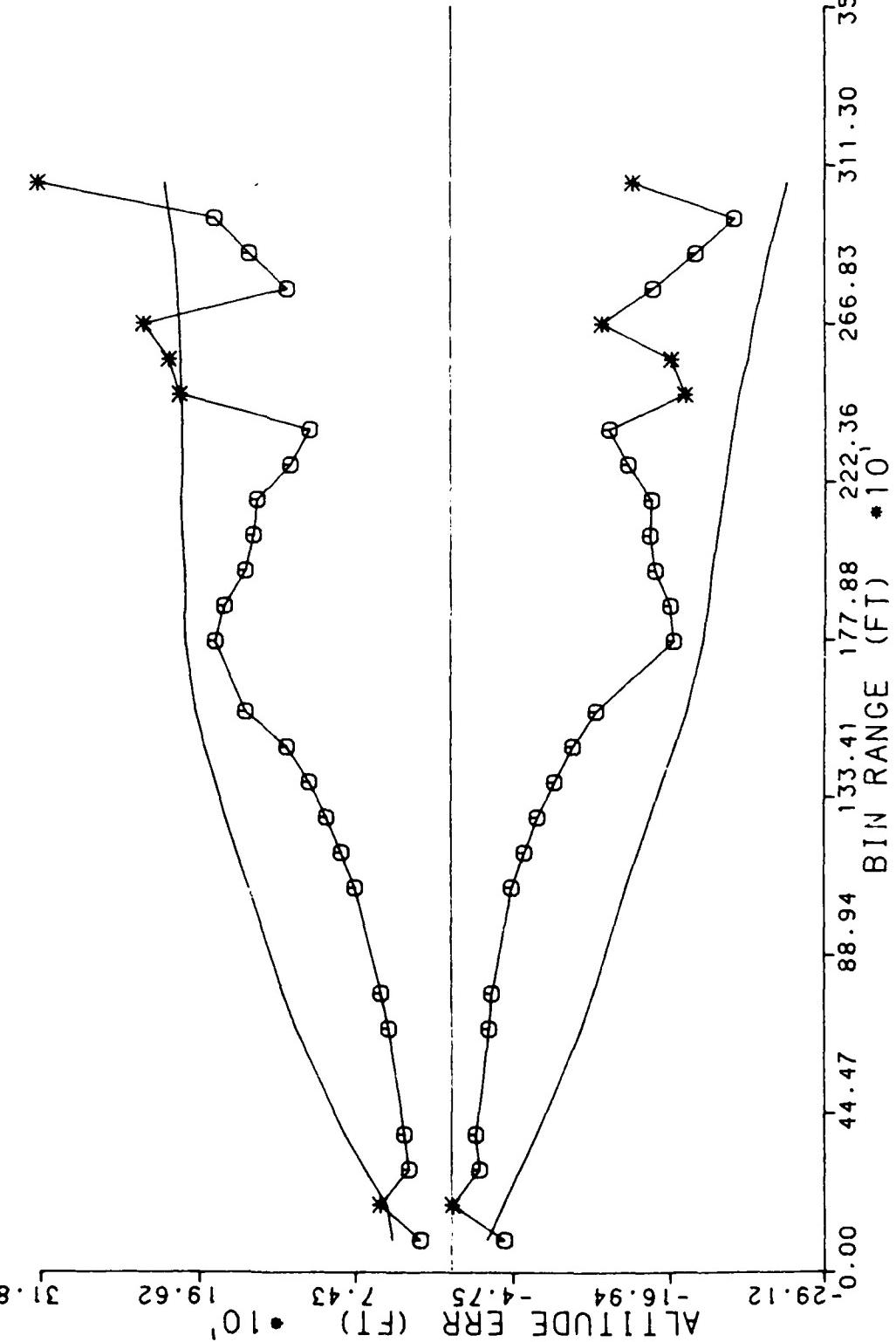
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 8 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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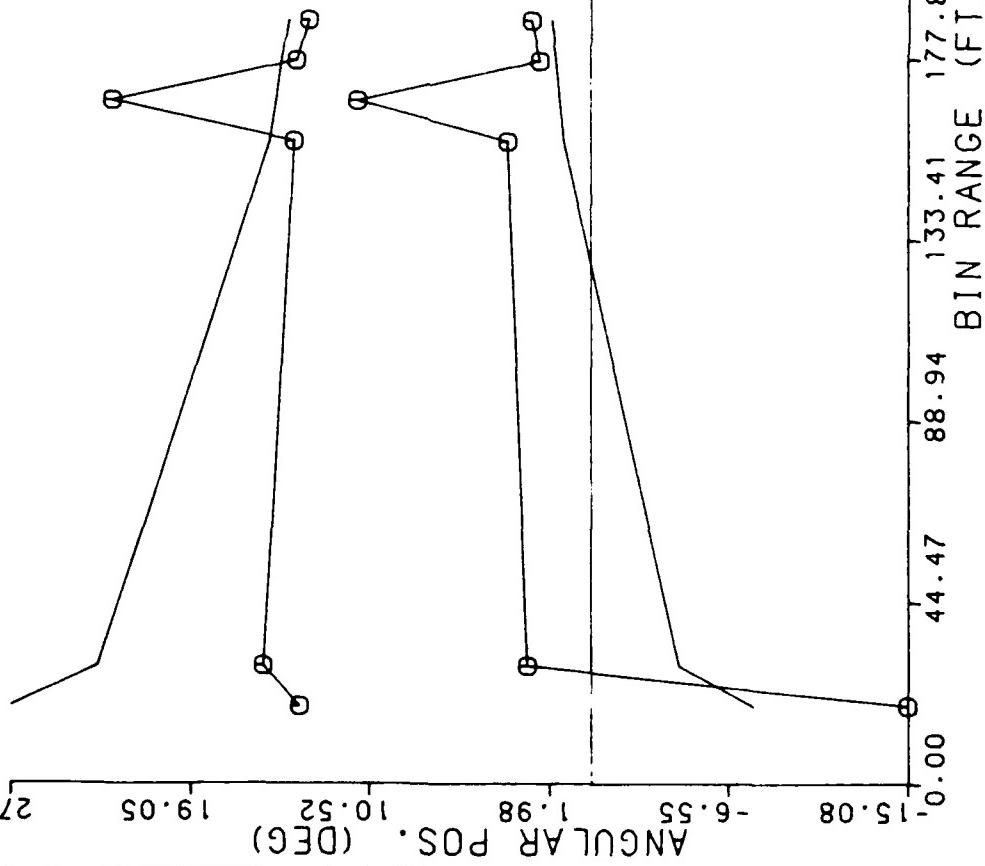
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



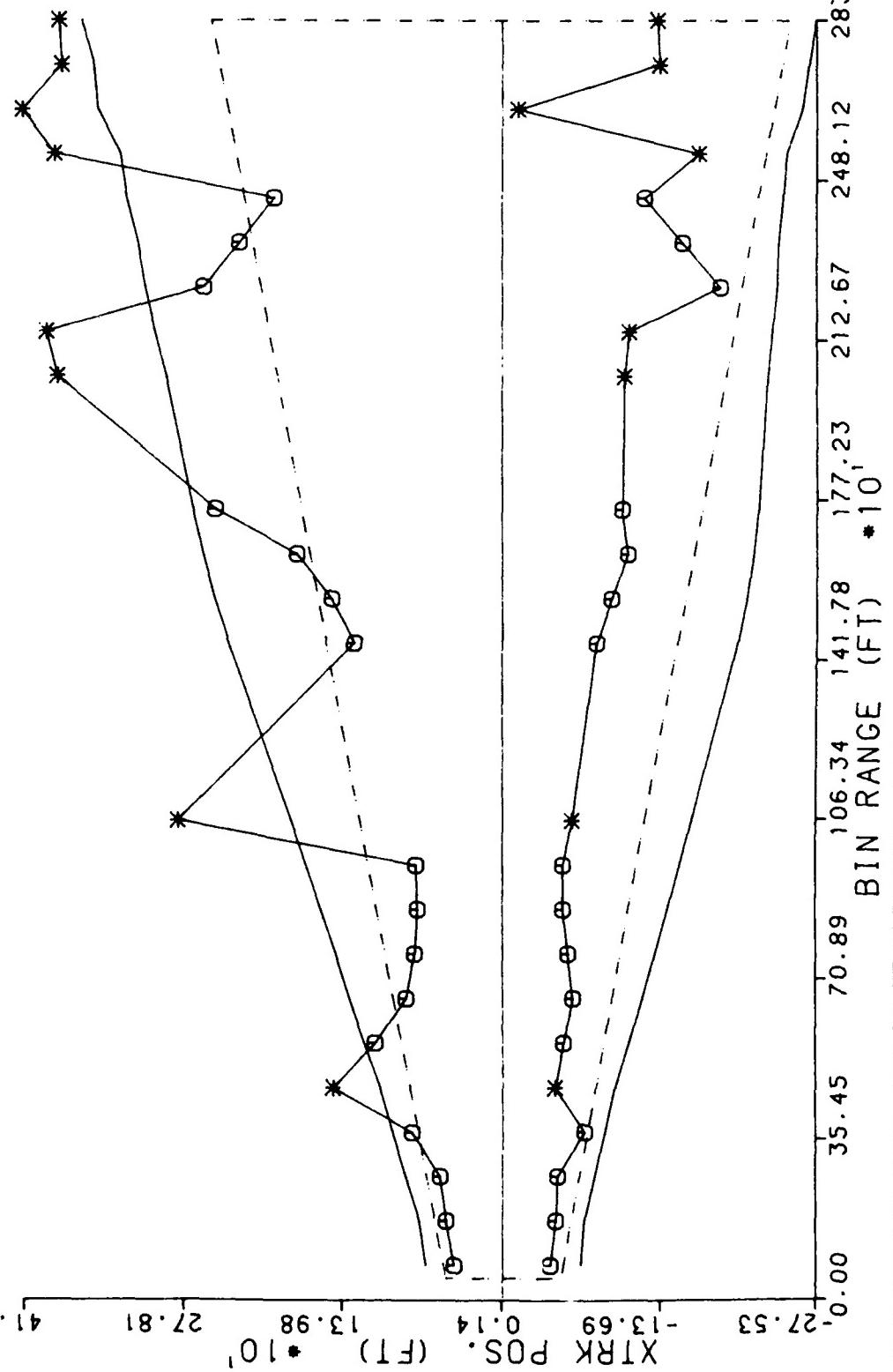
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 8 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 ◊ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

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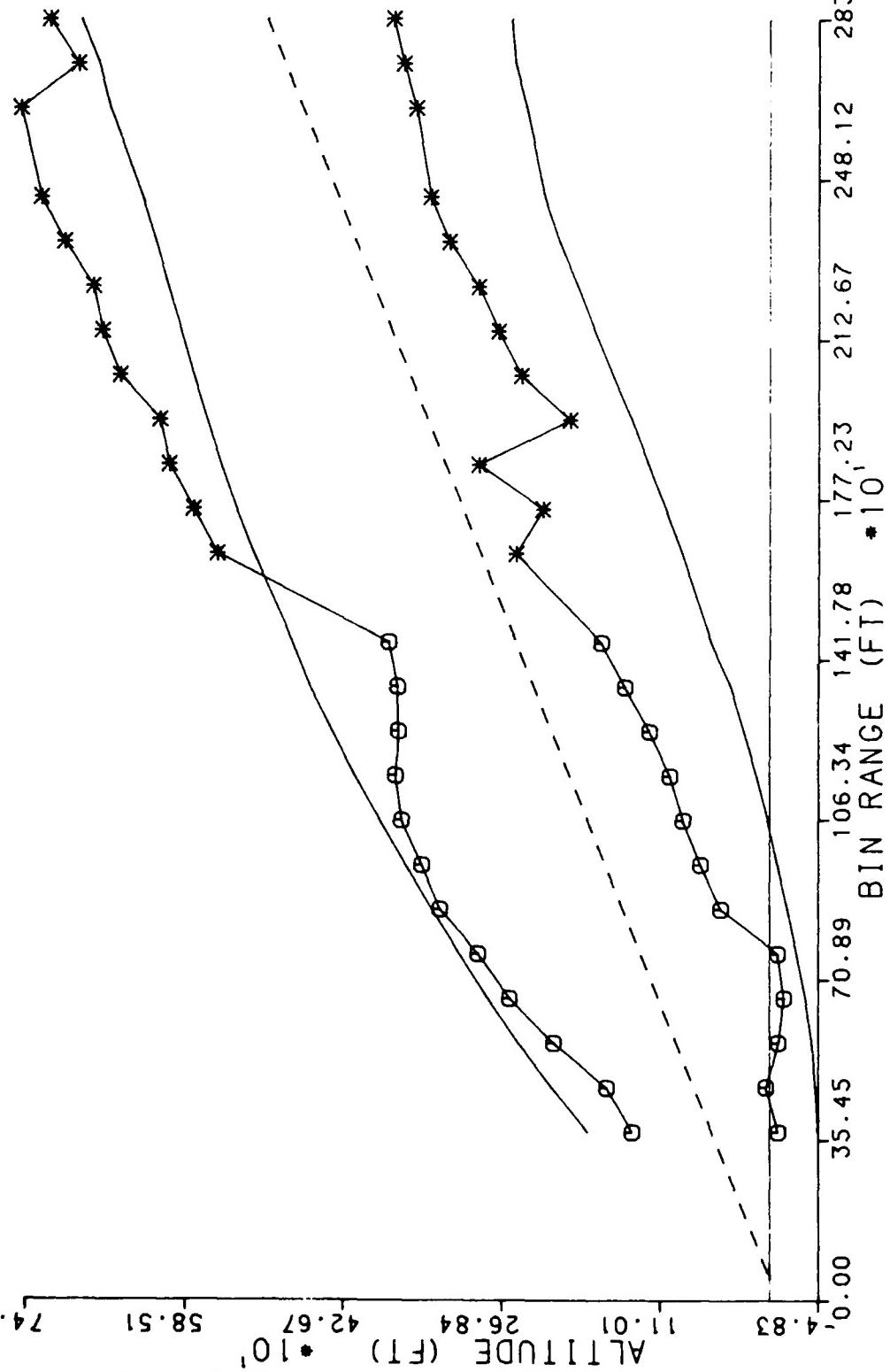
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- - INDICATES F4A APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT IN APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

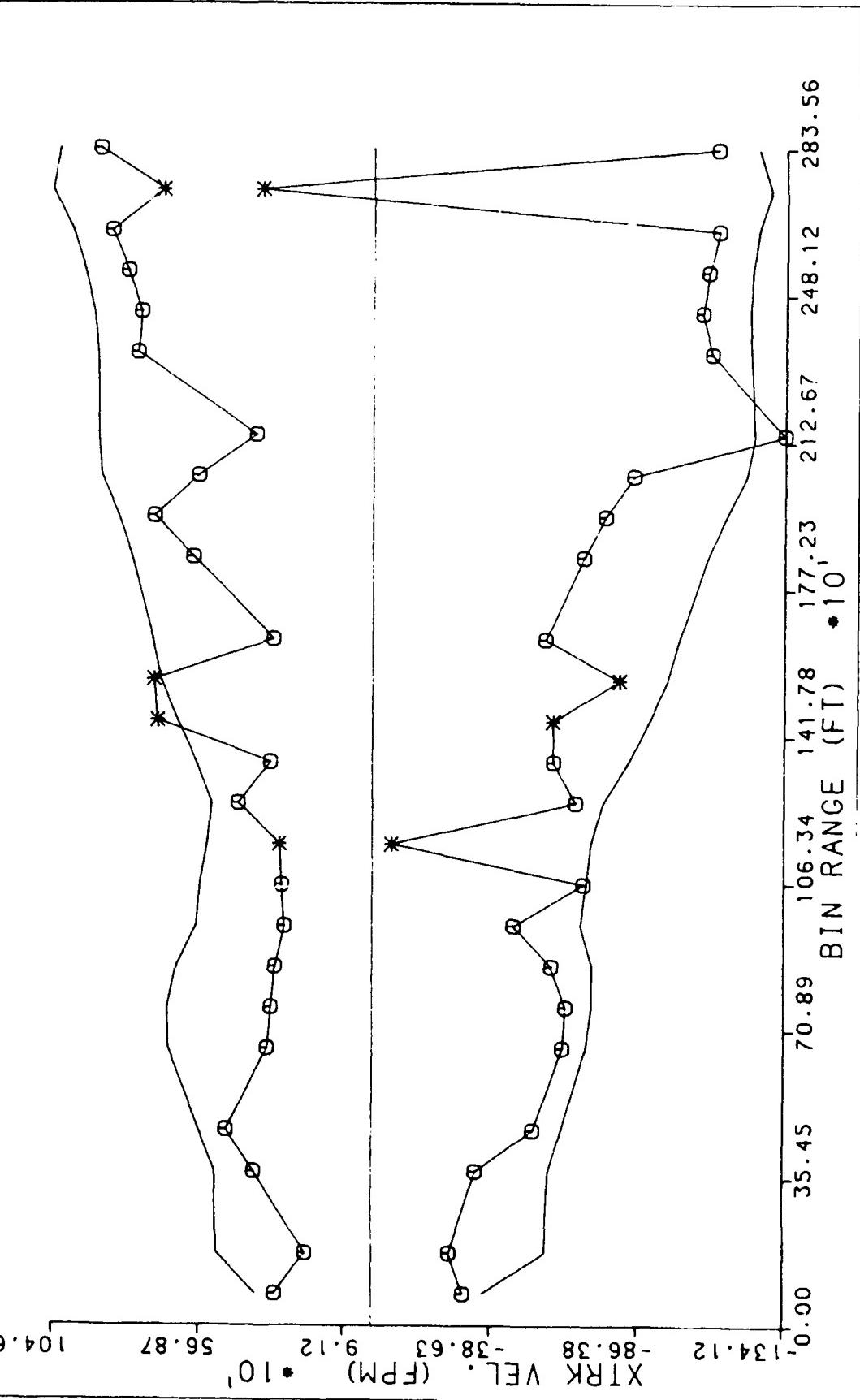
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT IN APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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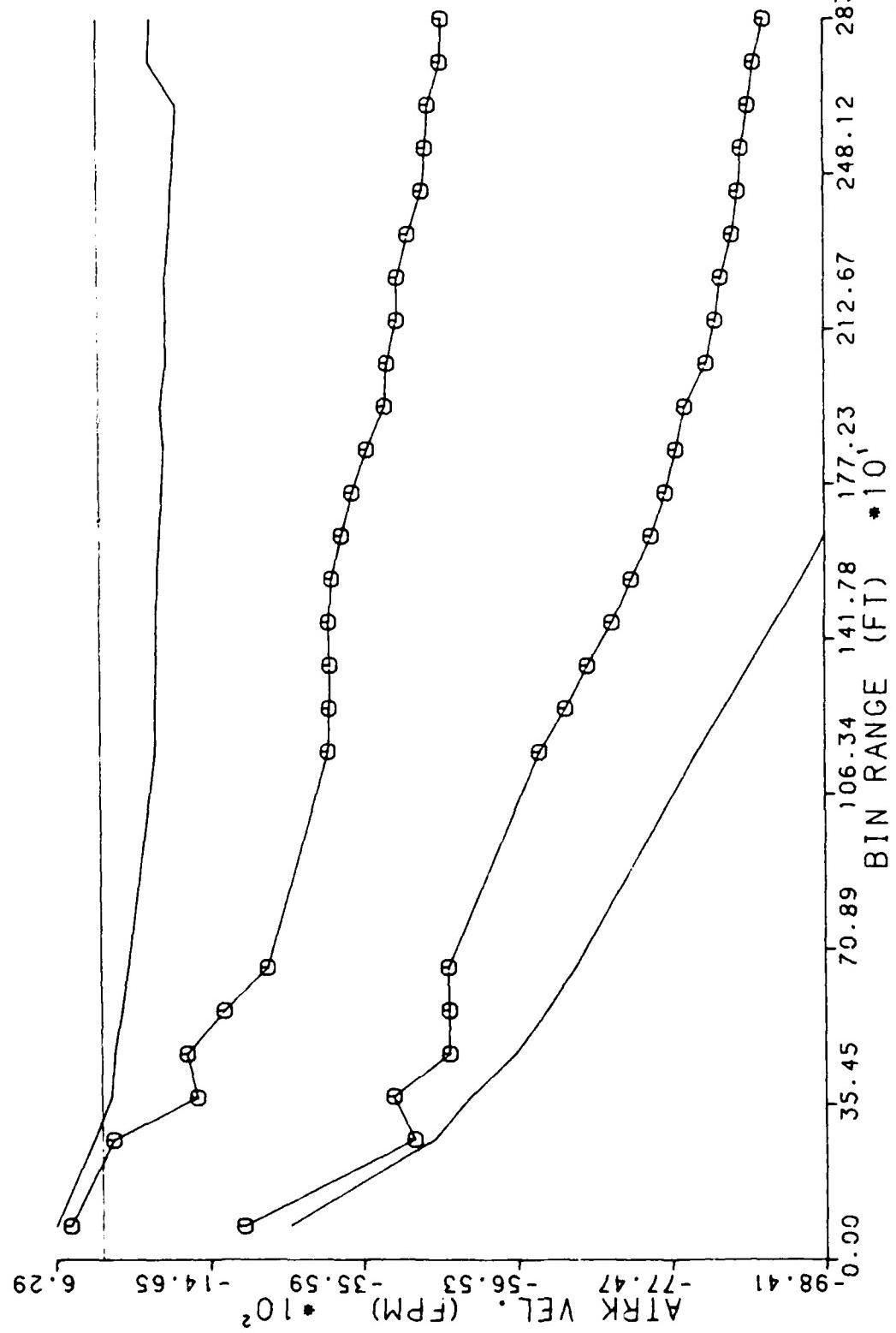
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT IN APPROACHES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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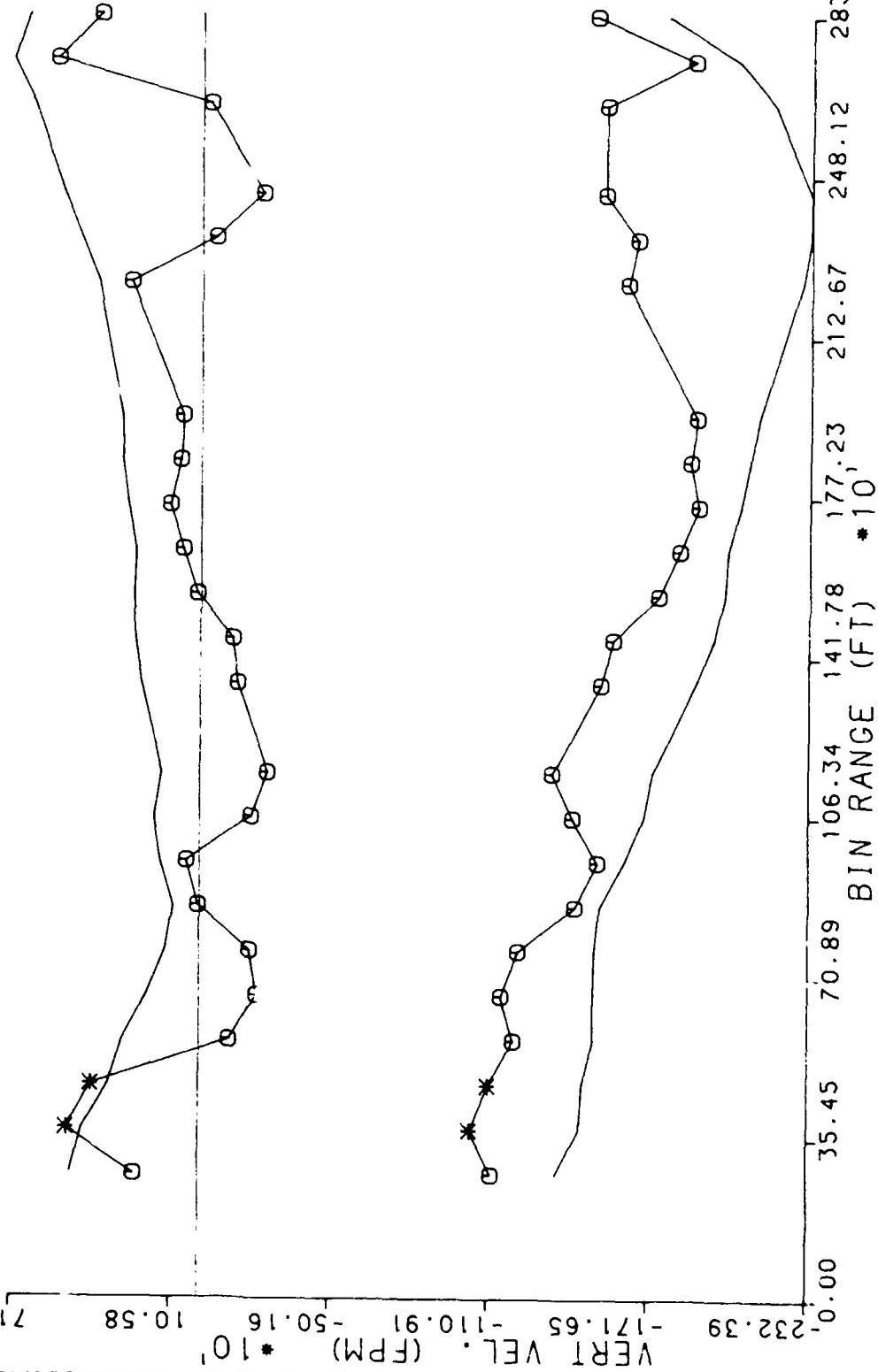
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 1C DEGREE STRAIGHT IN APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
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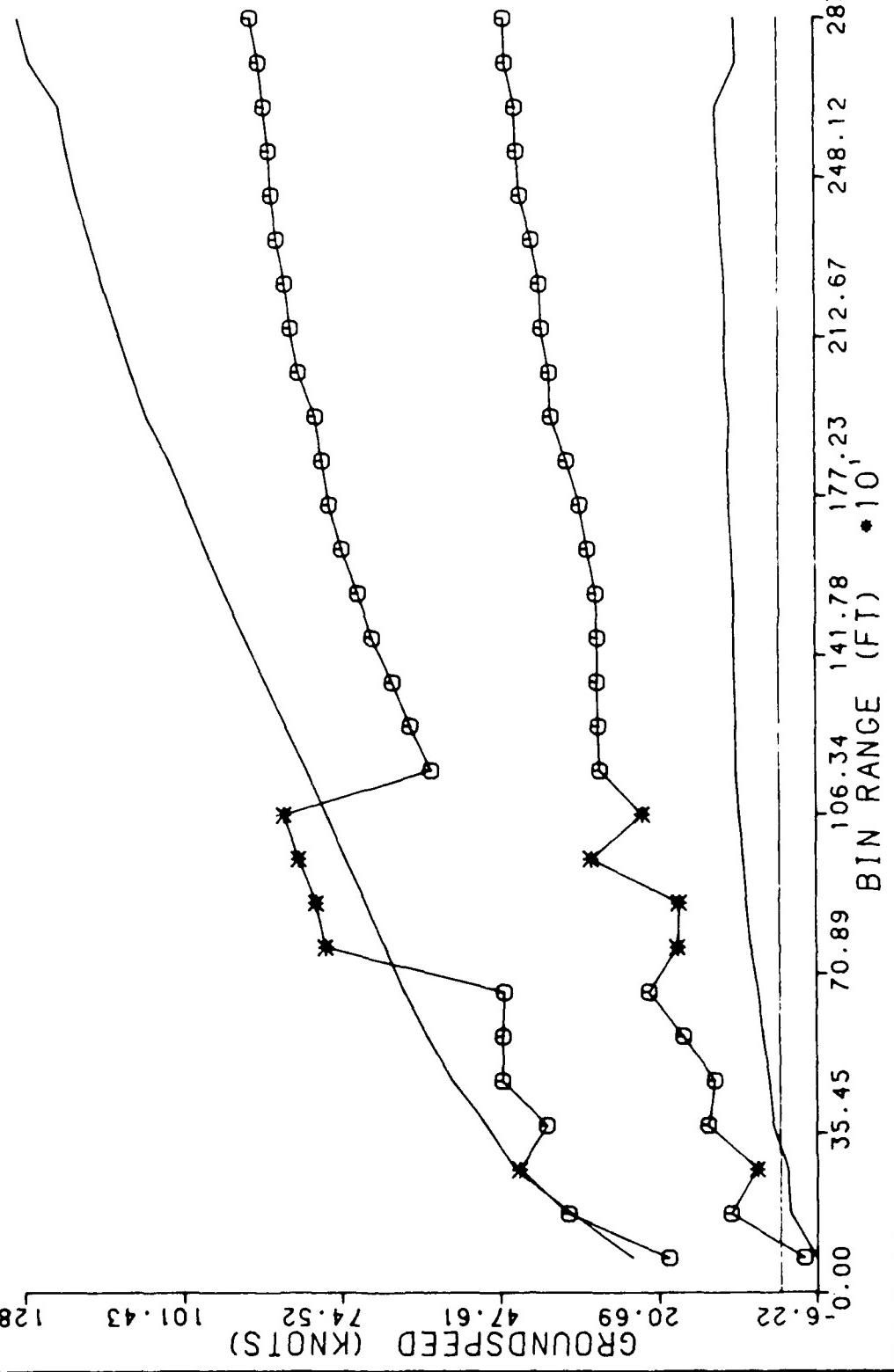
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



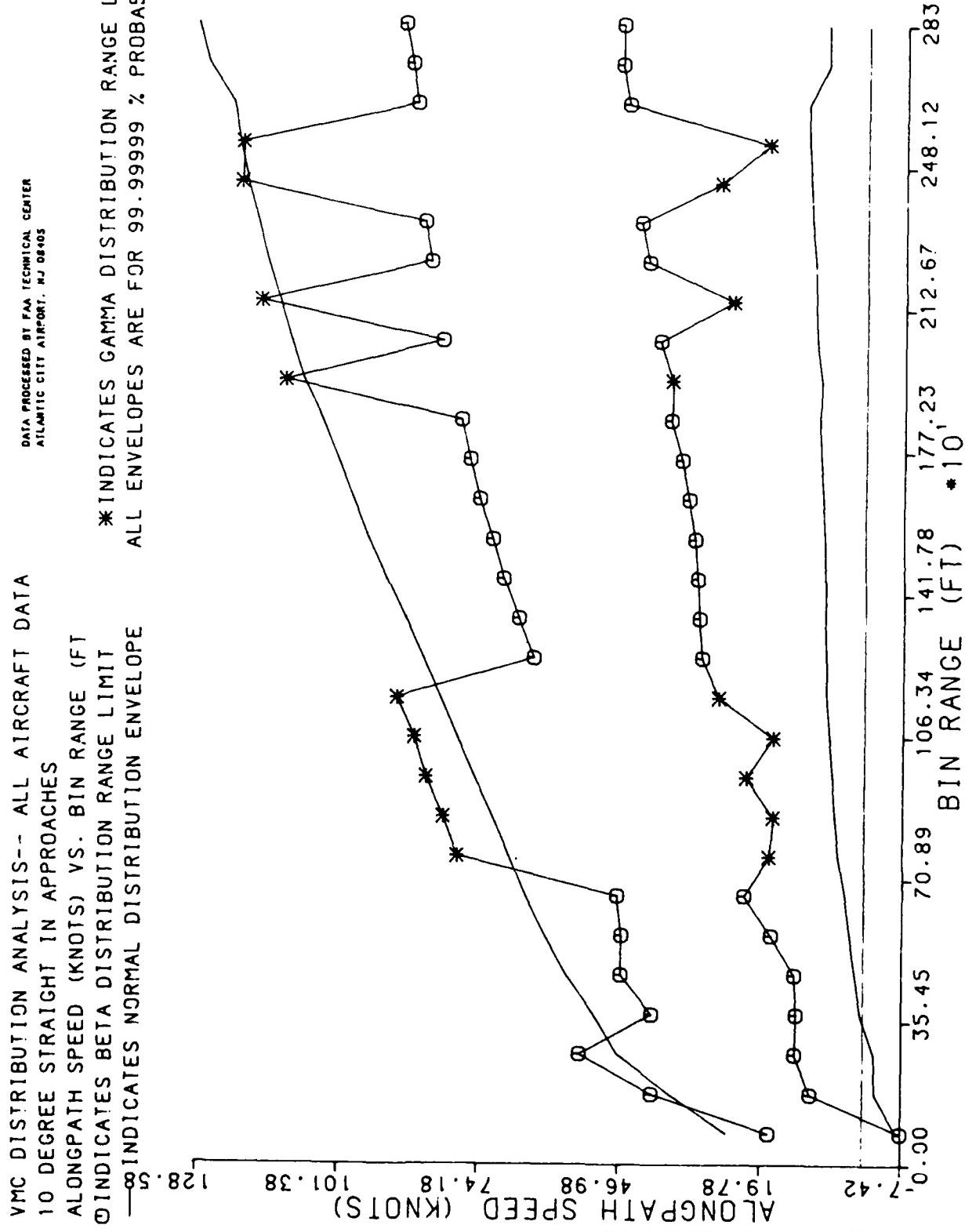
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT IN APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



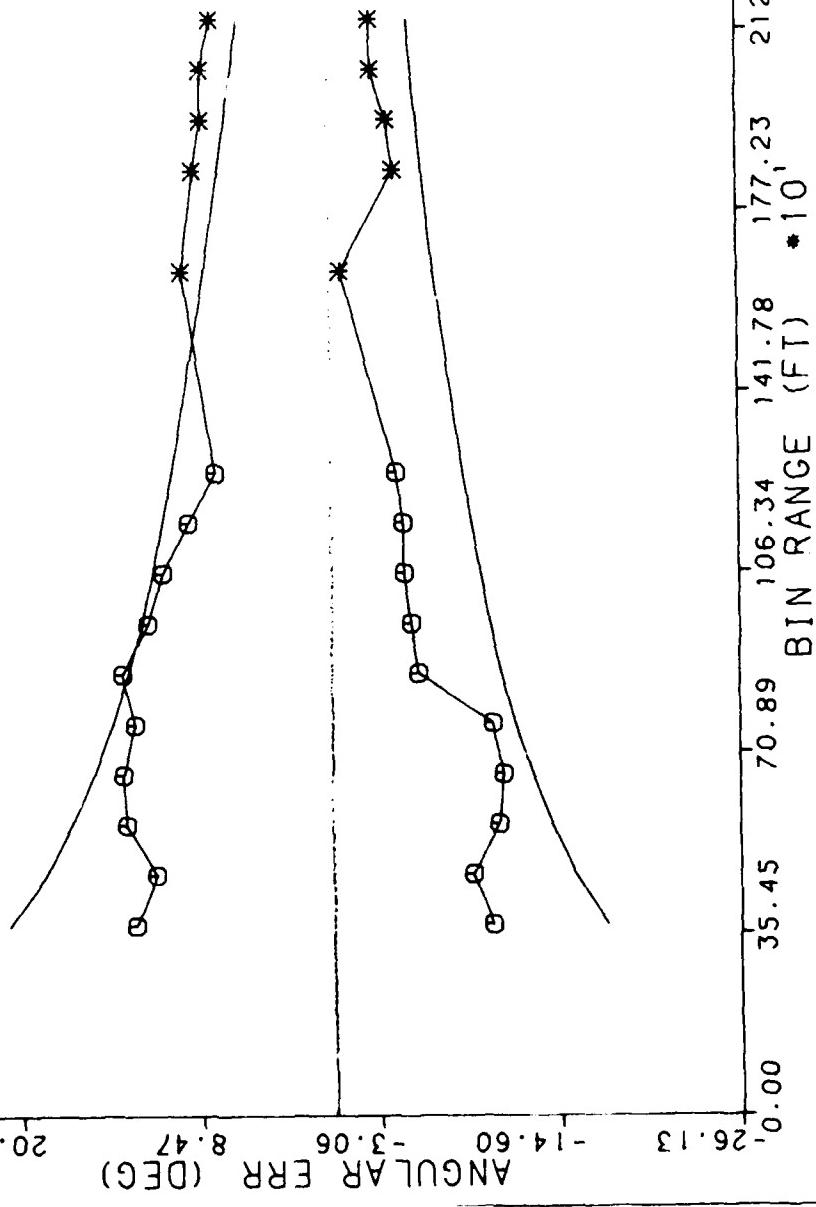
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 θ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE  
 81 INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 $\ominus$  INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

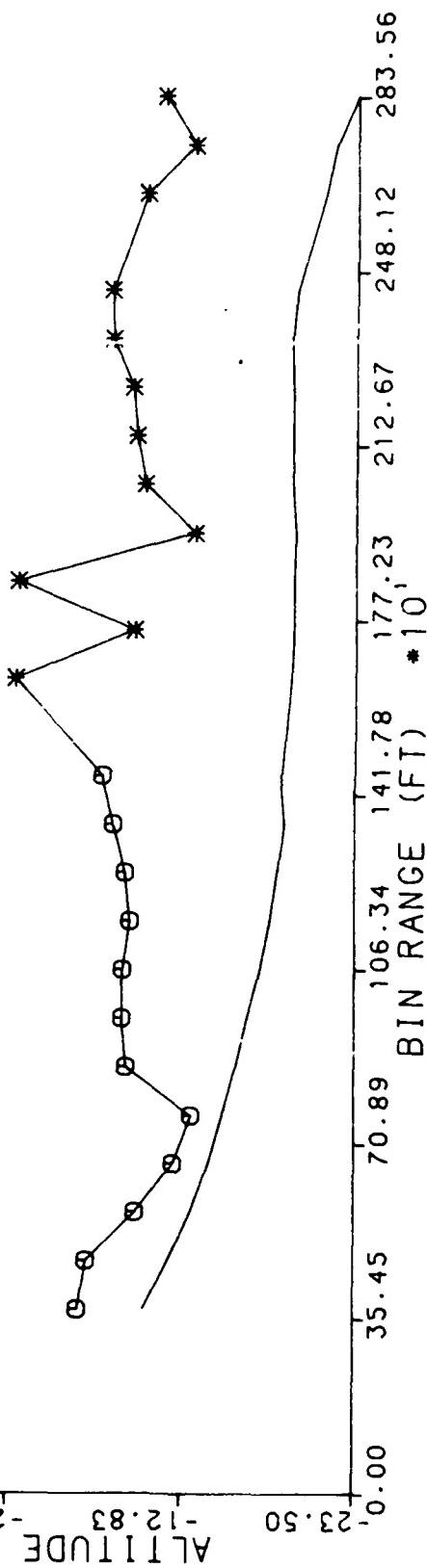
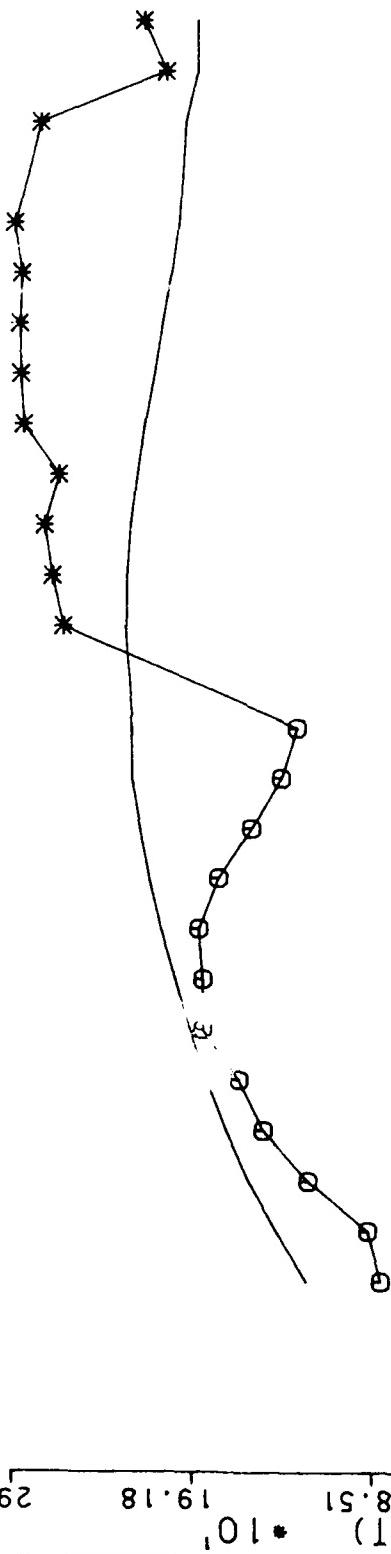
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT IN APPROACHES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 (\*) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08403

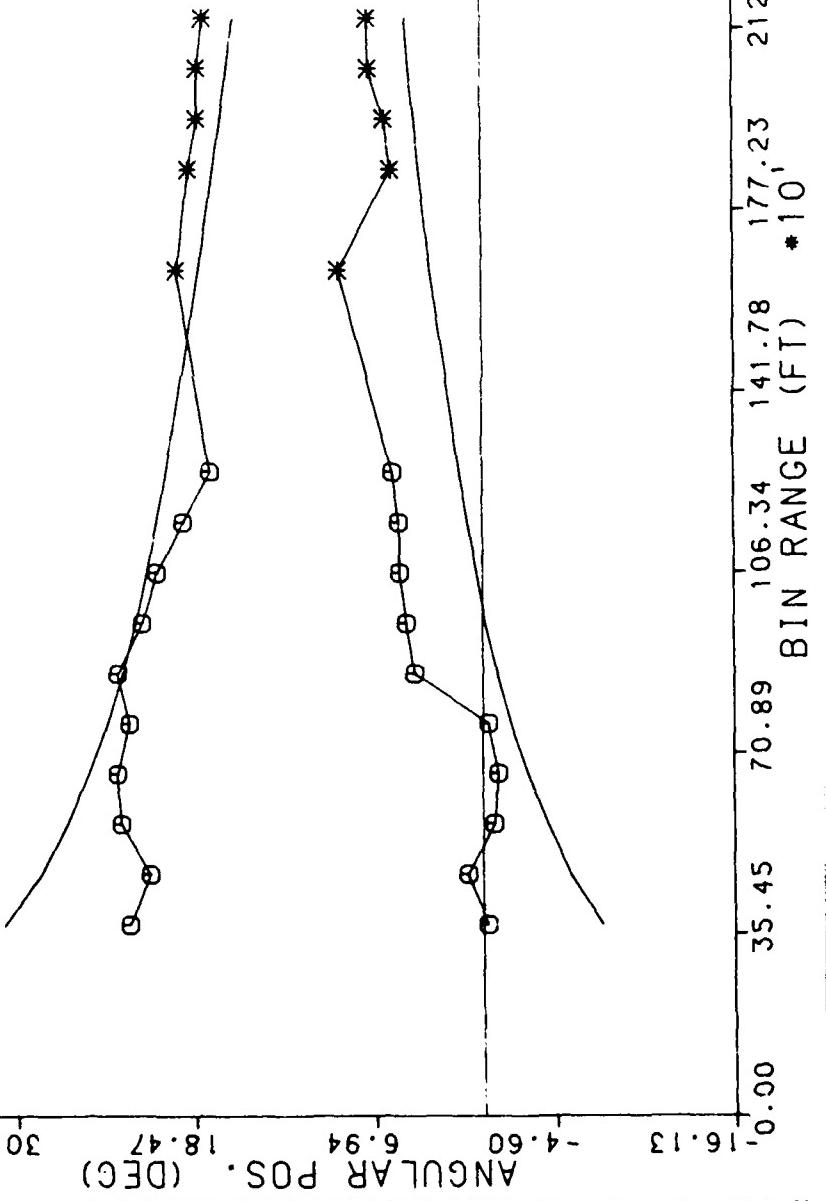
(\*) INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT IN APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



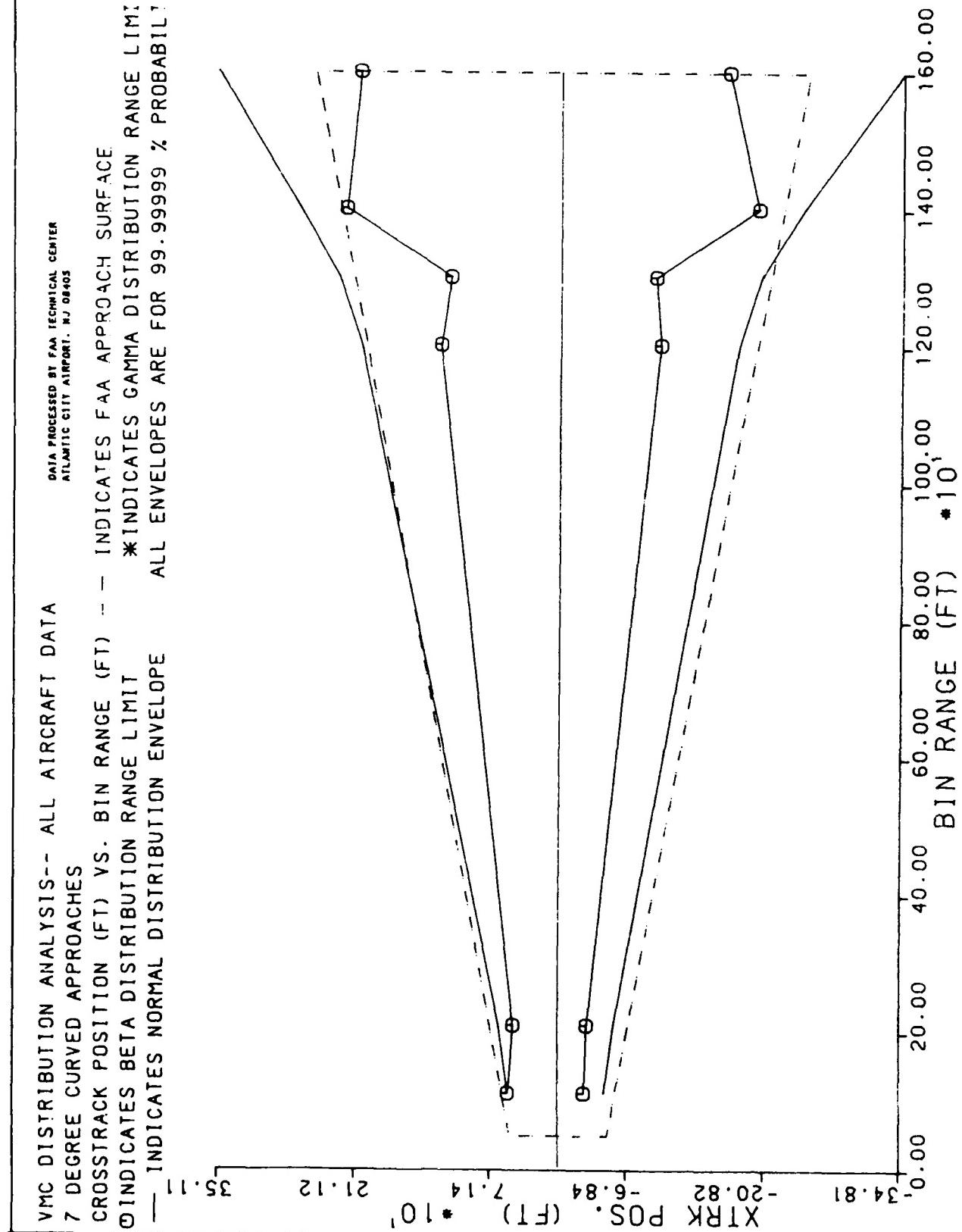
VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

7 DEGREE CURVED APPROACHES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

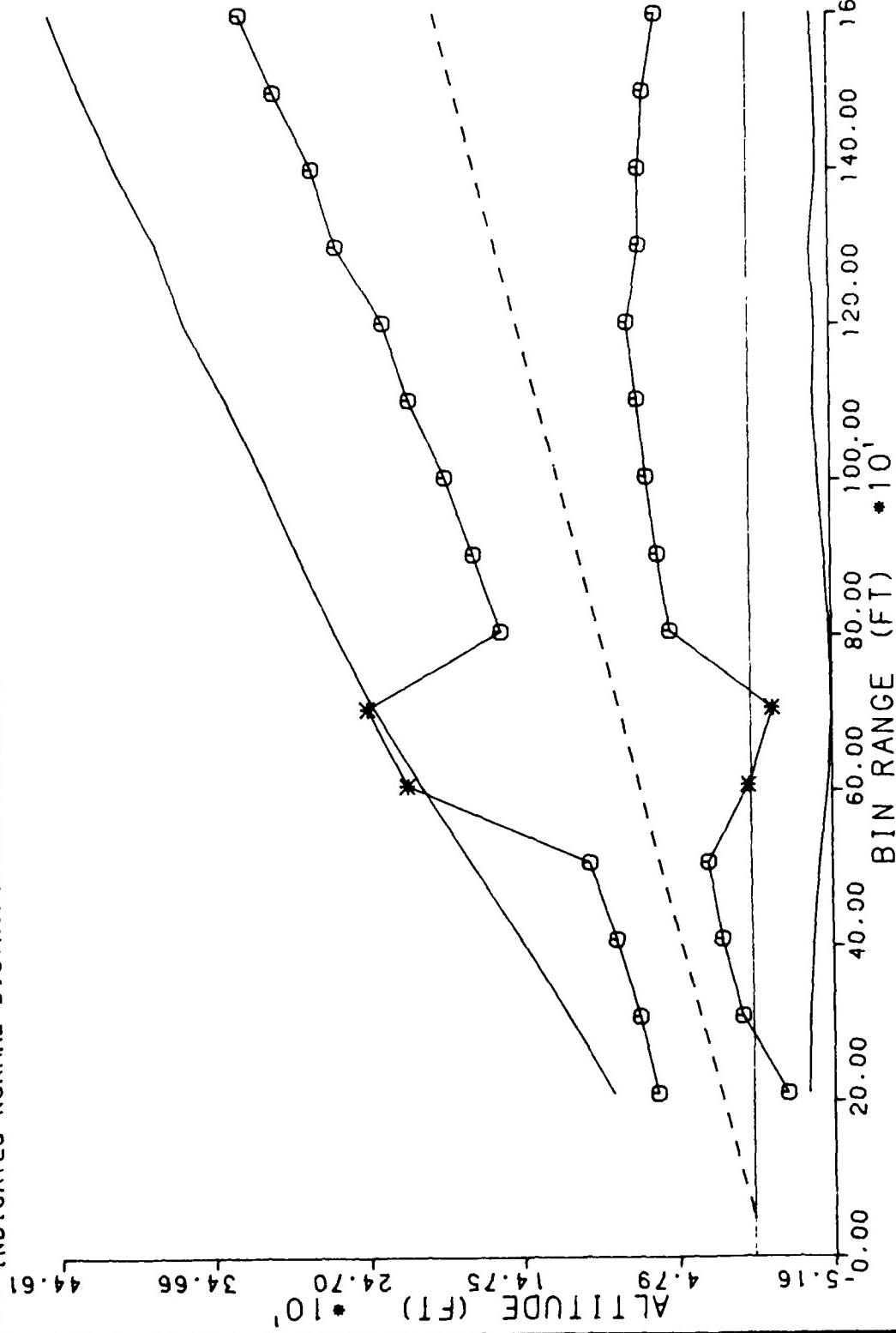
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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ATLANTIC CITY AIRPORT, NJ 08405

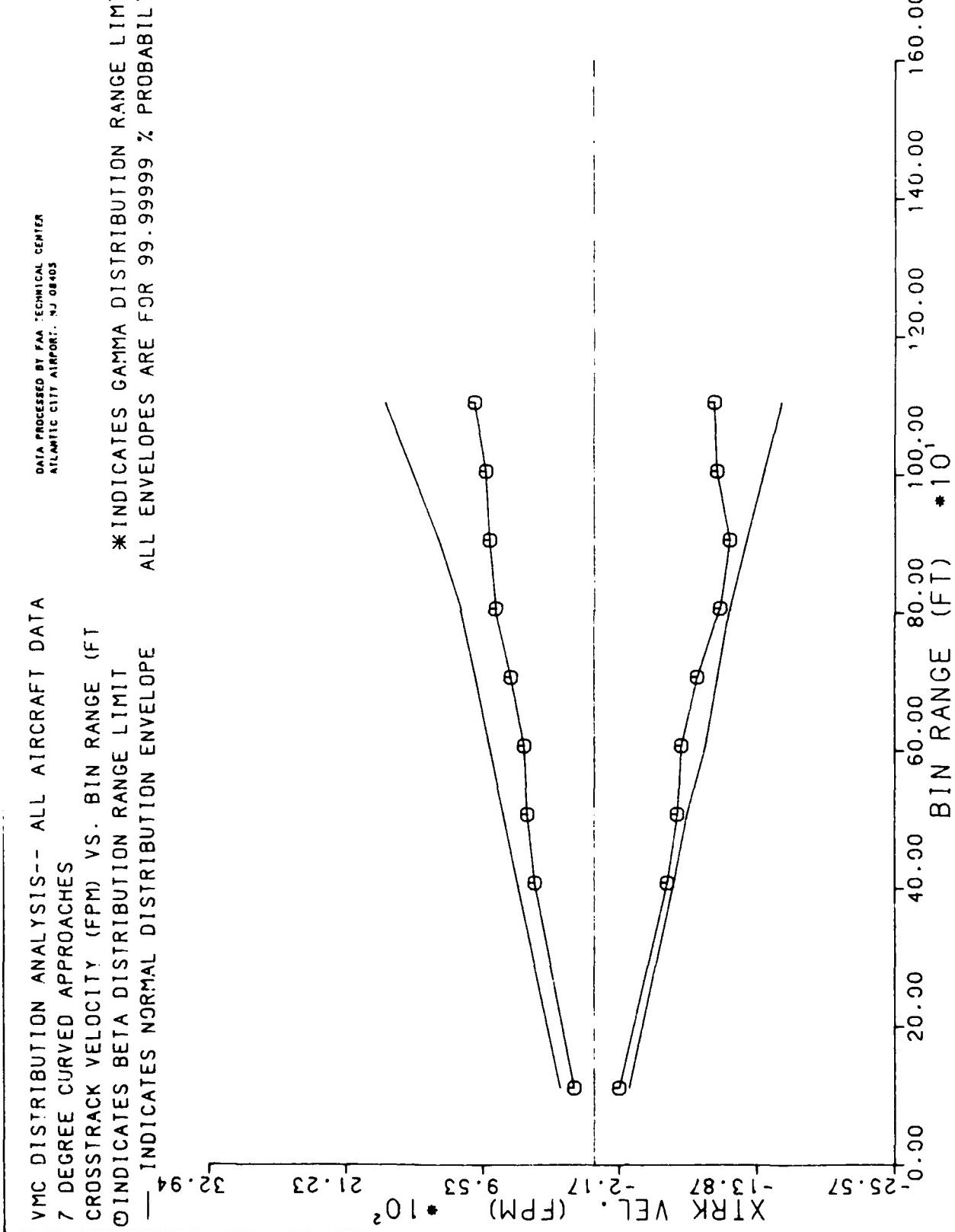
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE CURVED APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 $\oplus$  INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT: NJ 08003

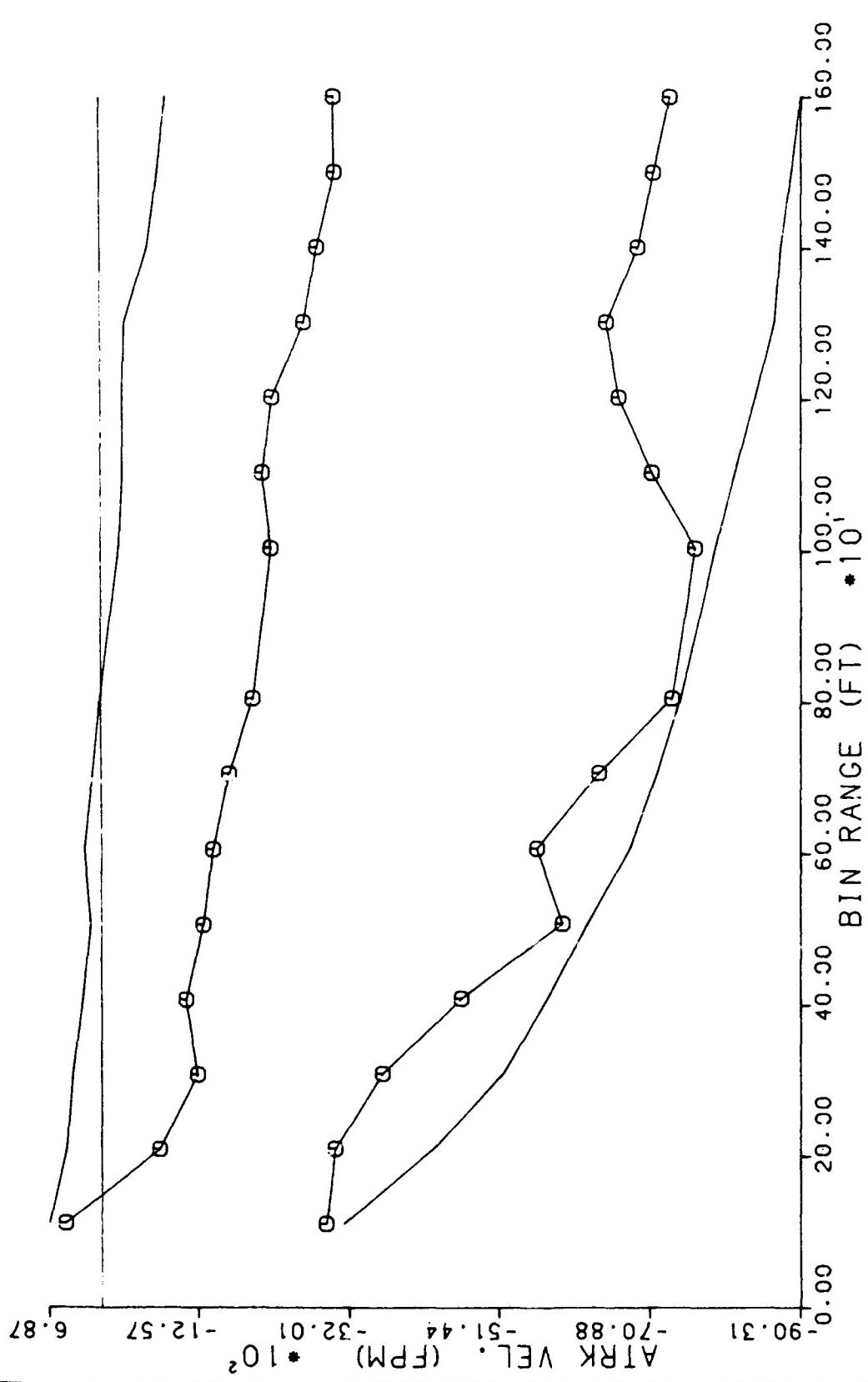
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 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES  
ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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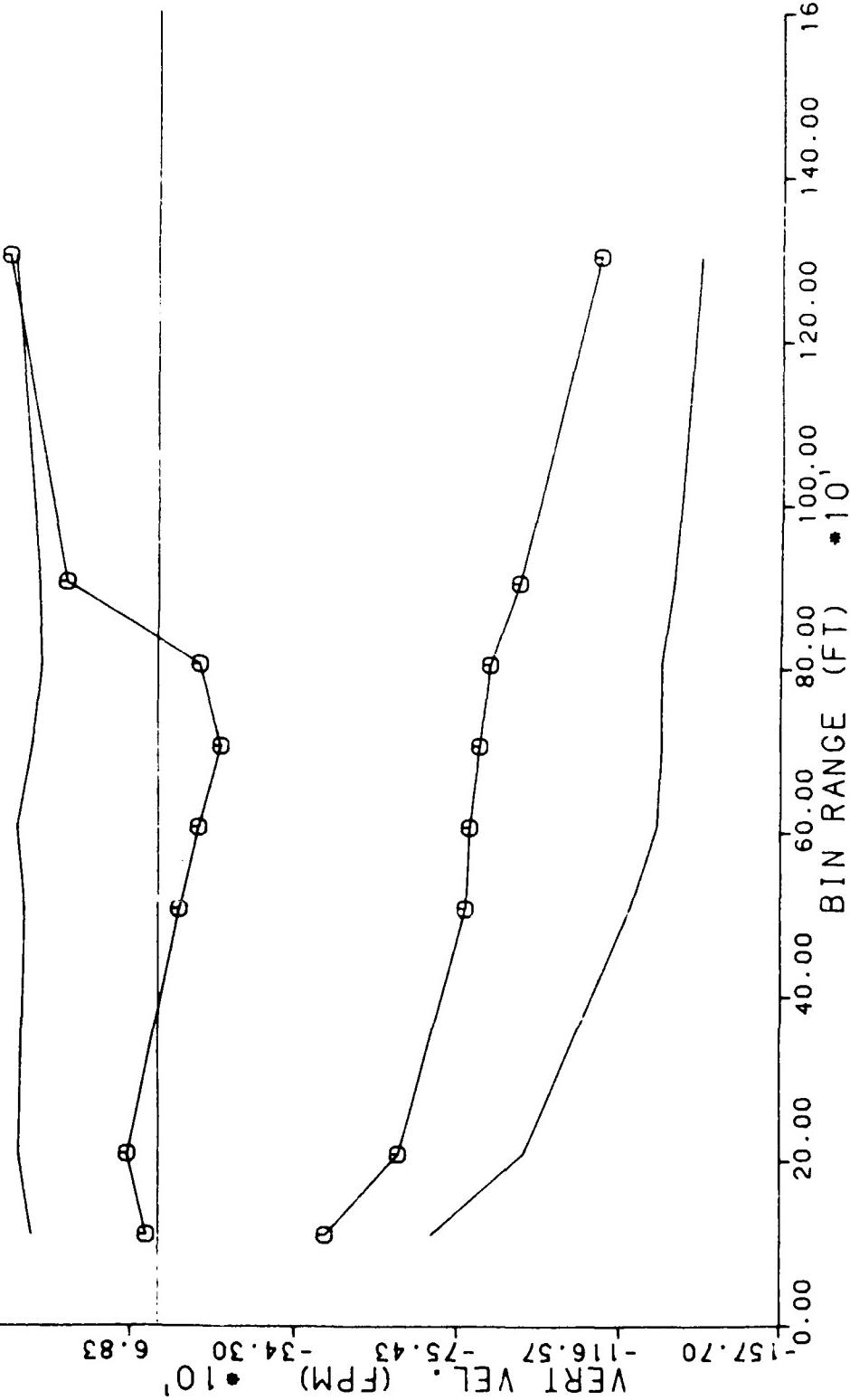
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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ATLANTIC CITY AIRPORT, NJ 08405

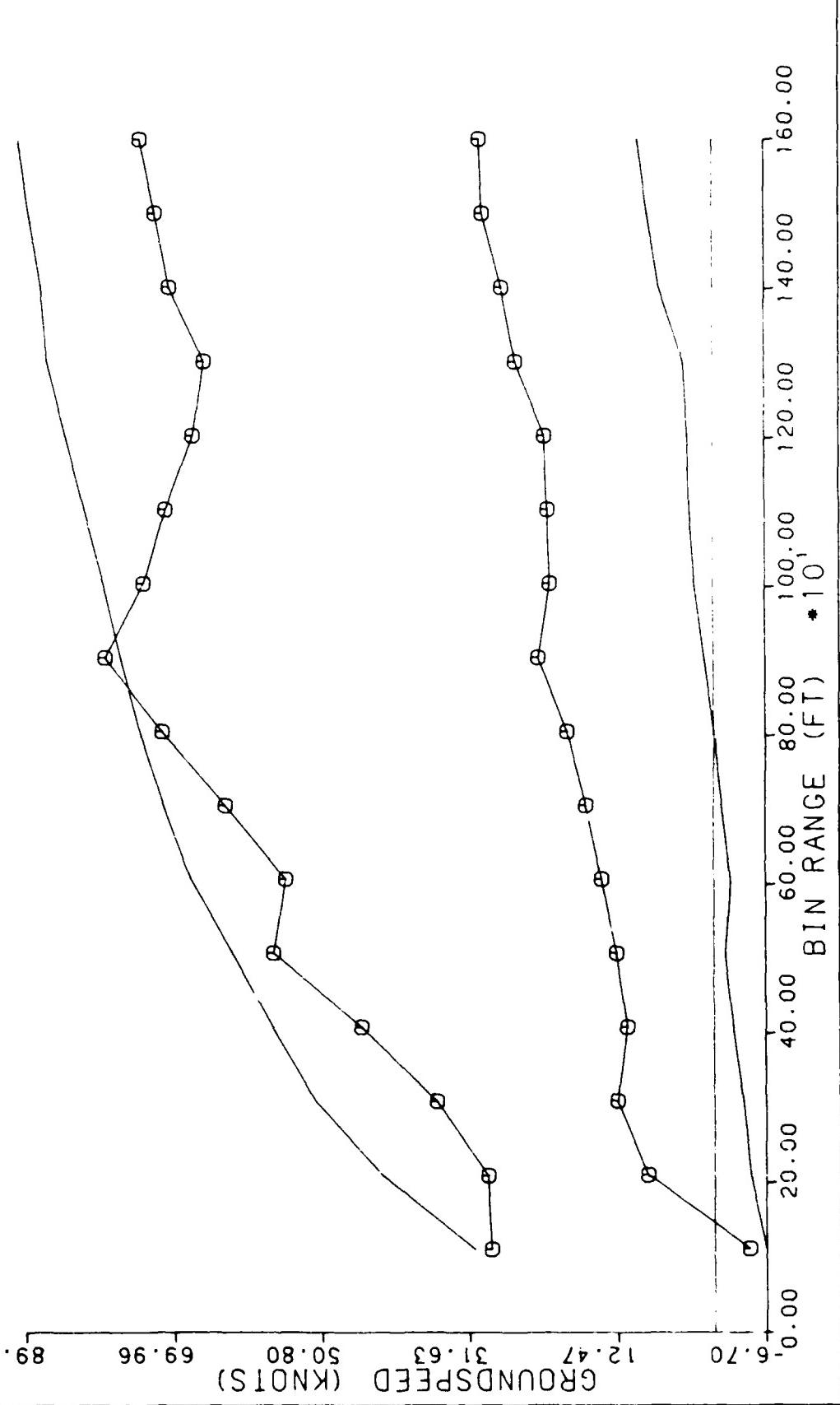
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS - ALL AIRCRAFT DATA  
 7 DEGREE CURVED APPROACHES  
 GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

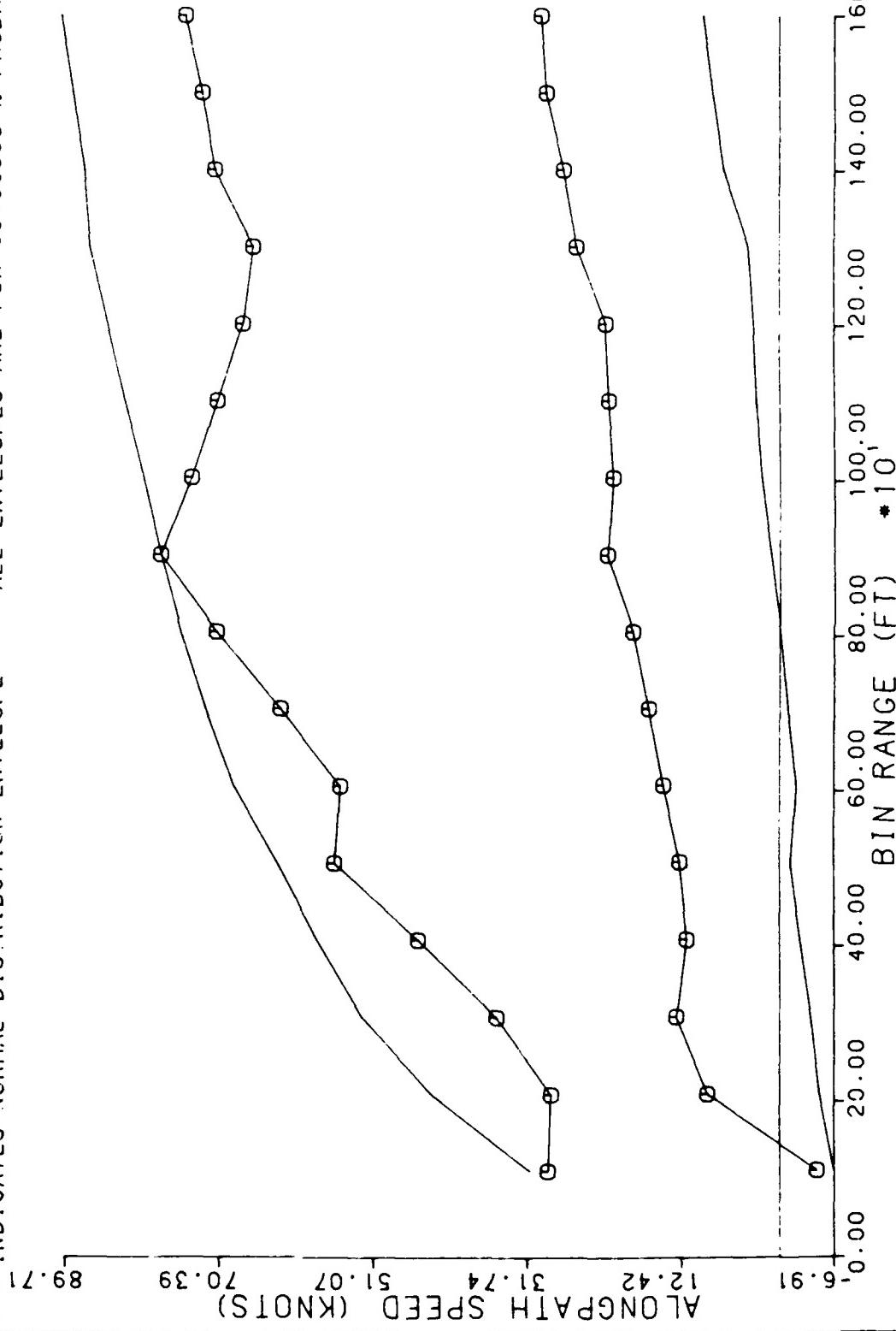
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

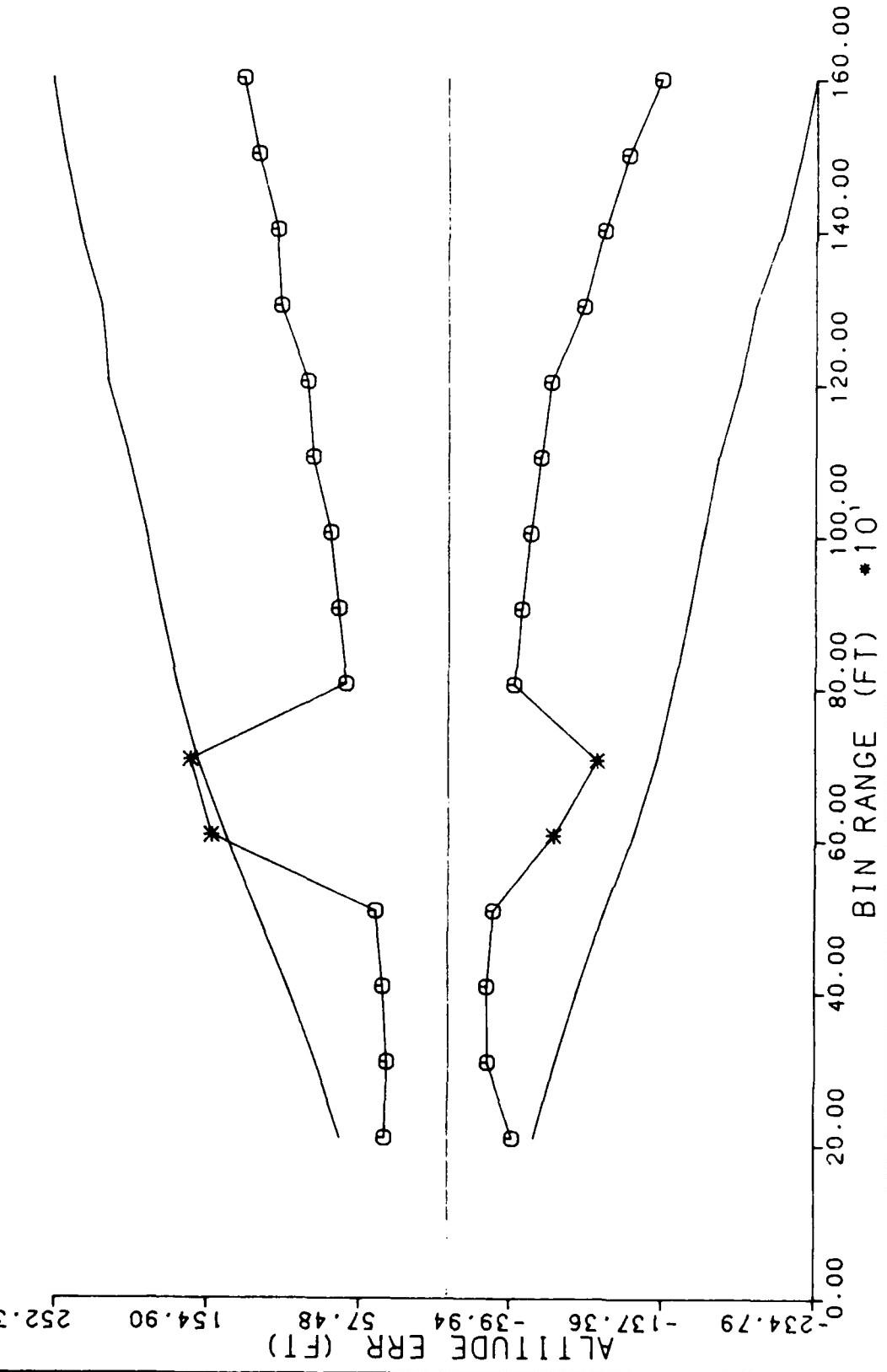
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
\*INDICATES BETA DISTRIBUTION RANGE LIMIT  
—INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

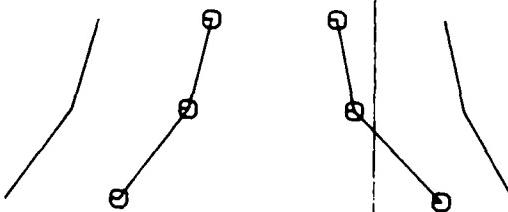


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE CURVED APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 Ⓣ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

-27.95 -12.82 2.31 17.44 32.57 47.70  
 ANGULAR POS. (DEG)



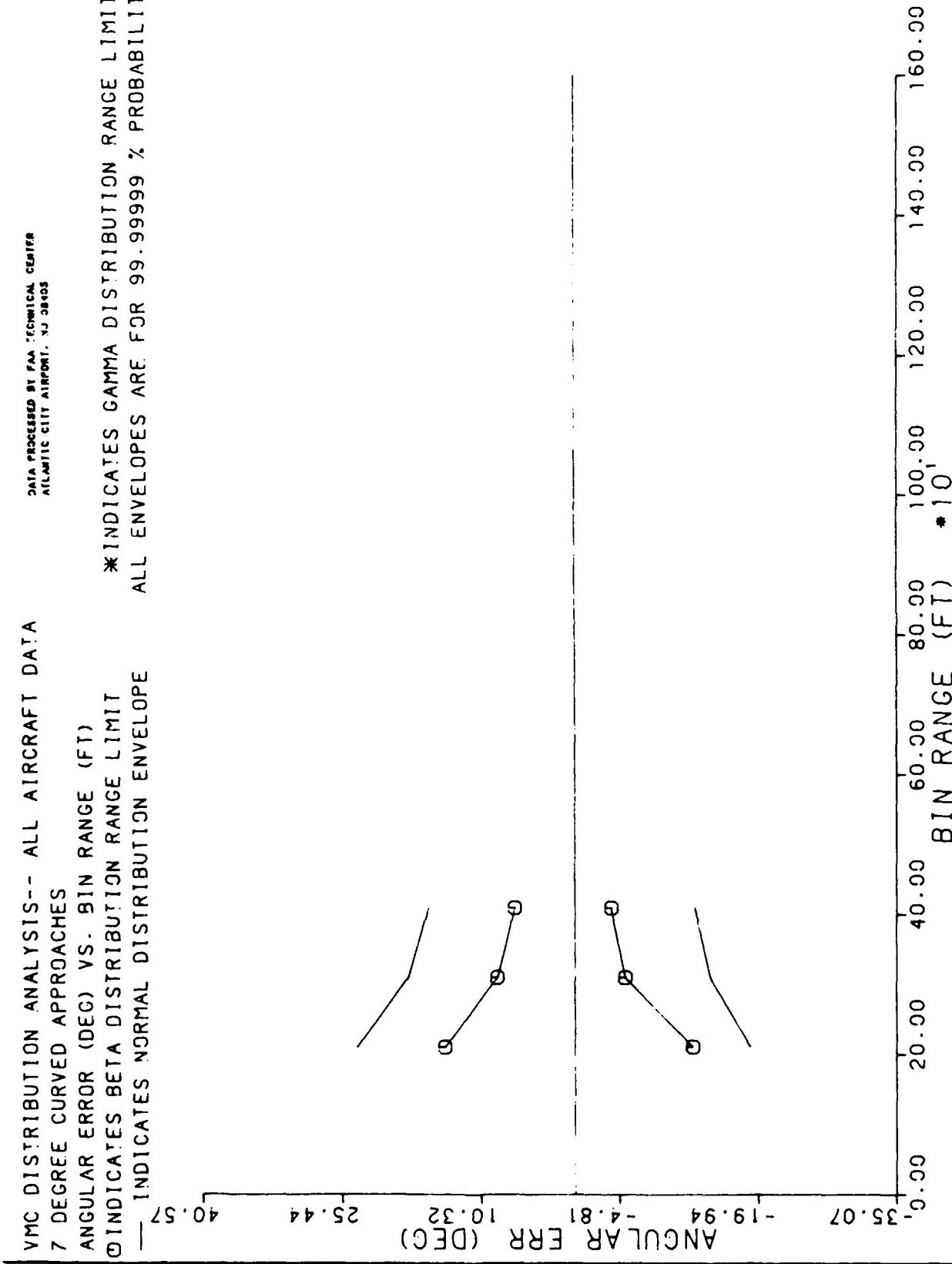
BIN RANGE (FT)	0.00	20.00	40.00	60.00	80.00	100.00	120.00	140.00	160.00
*	10								

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)

\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

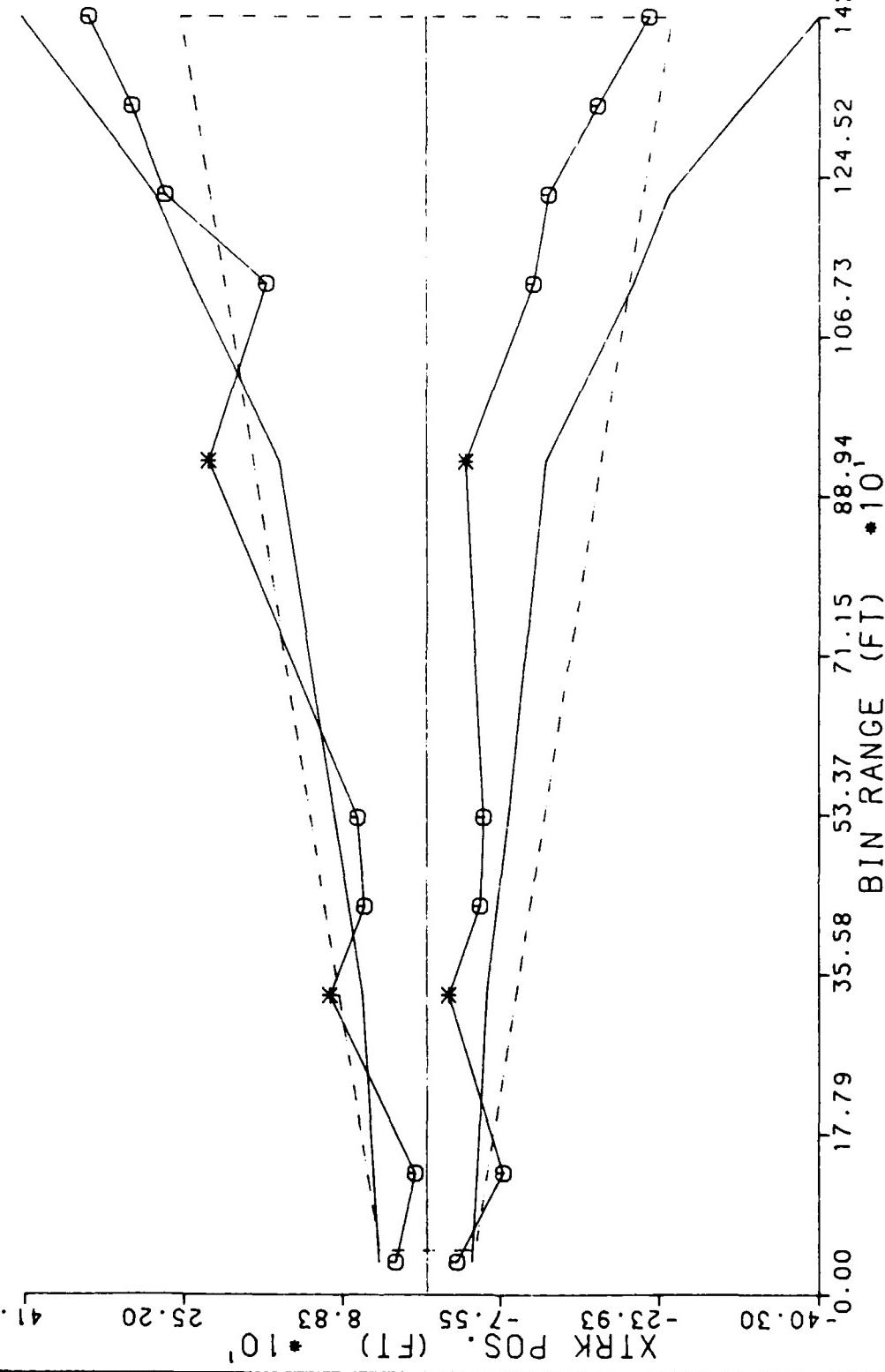
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08005

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 8 DEGREE CURVED APPROACHES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 - - INDICATES NORMAL DISTRIBUTION ENVELOPE ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

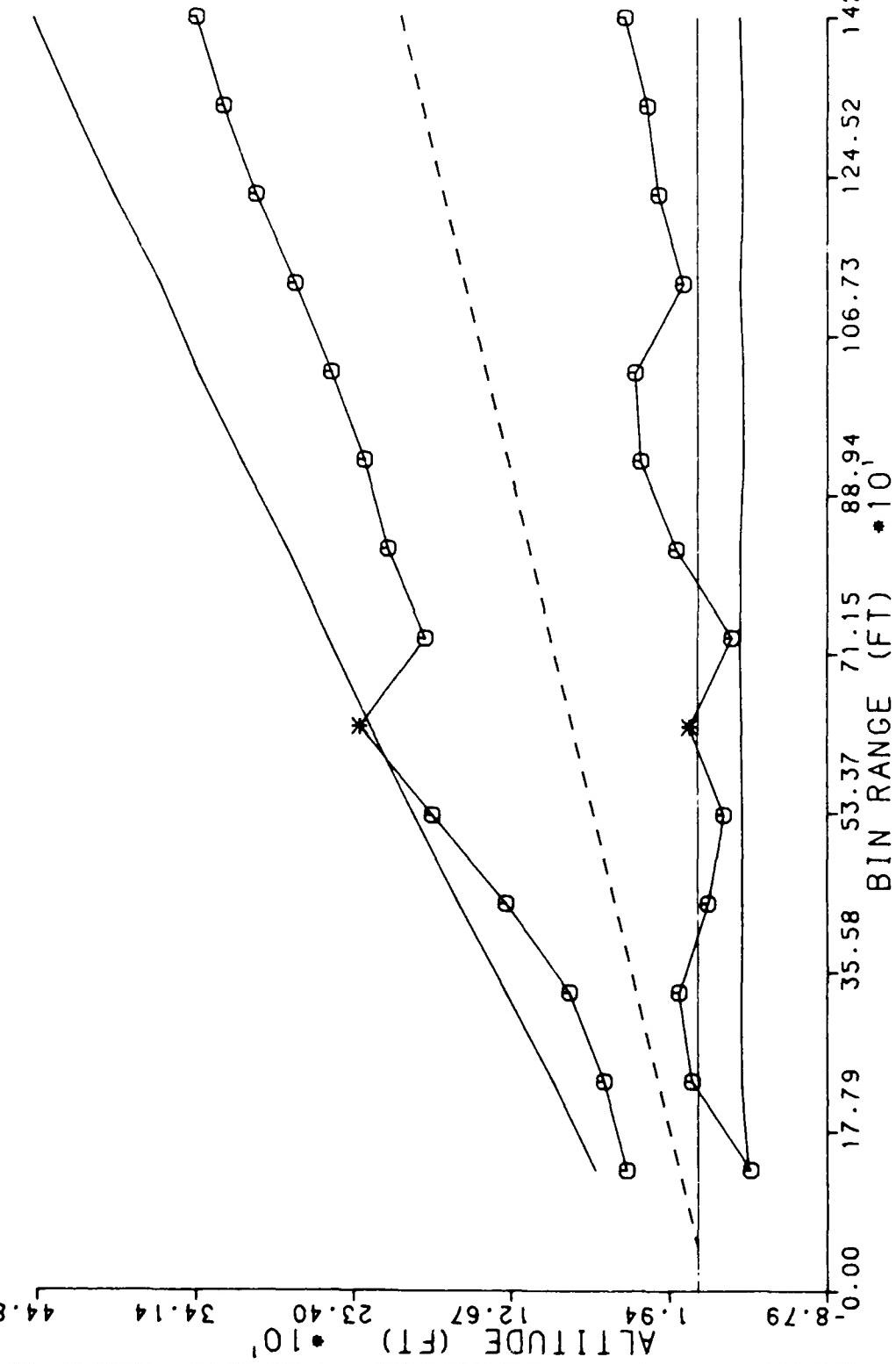
DATA PROCESSED BY FAA TECHNICAL CENTER  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 8 DEGREE CURVED APPROACHES  
 ALTITUDE (FT) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

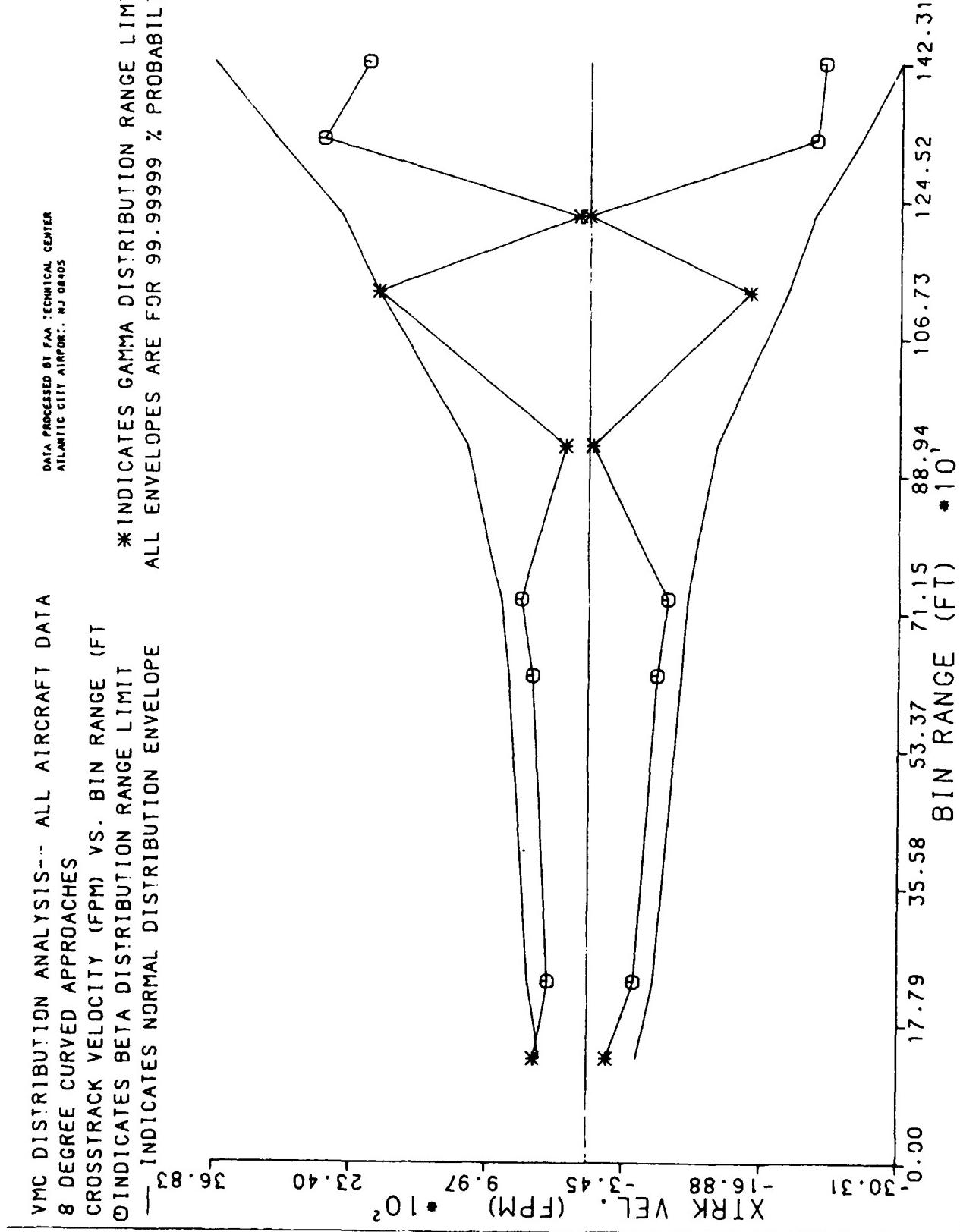
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE CURVED APPROACHES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

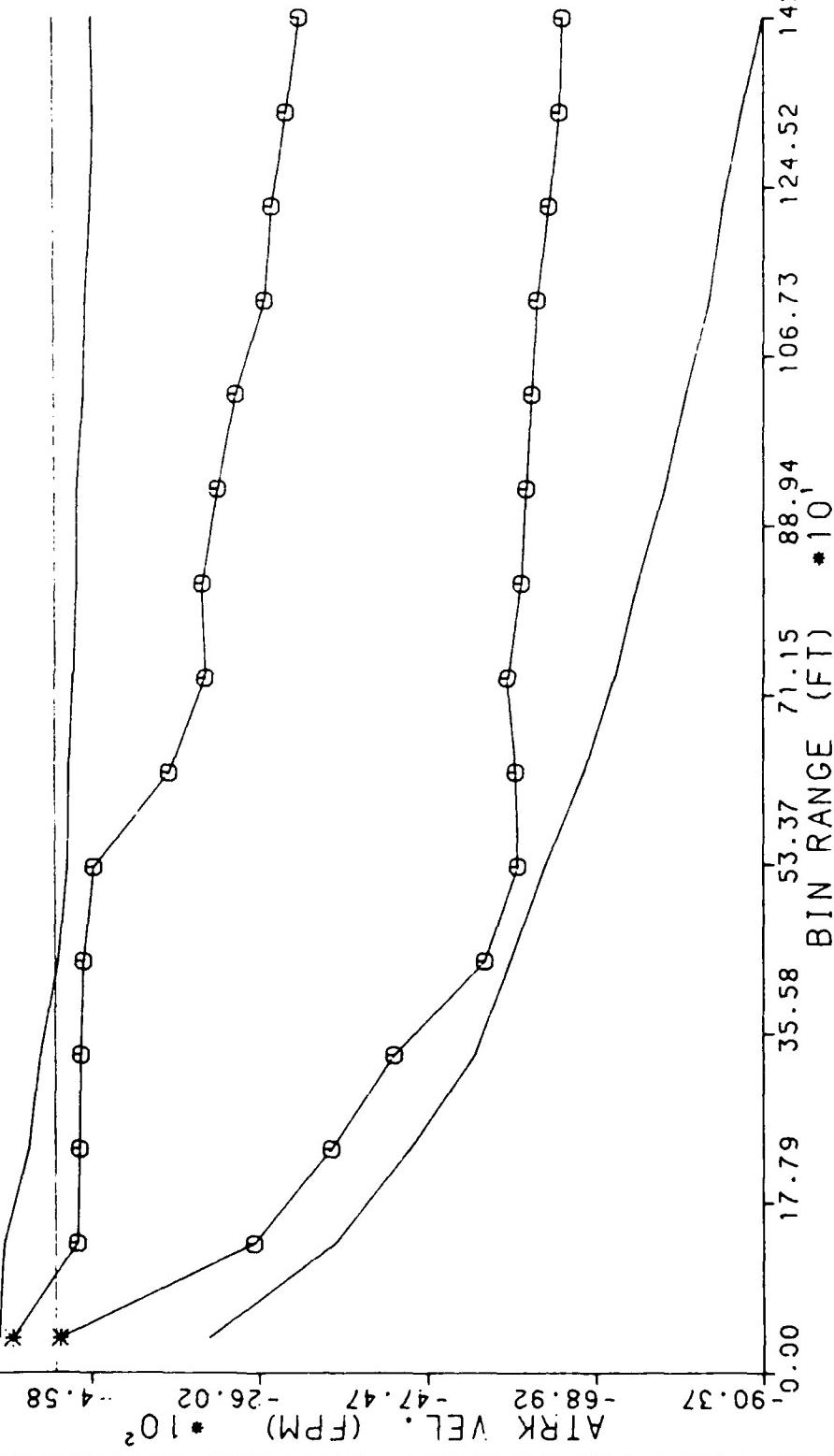
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 8 DEGREE CURVED APPROACHES  
 ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

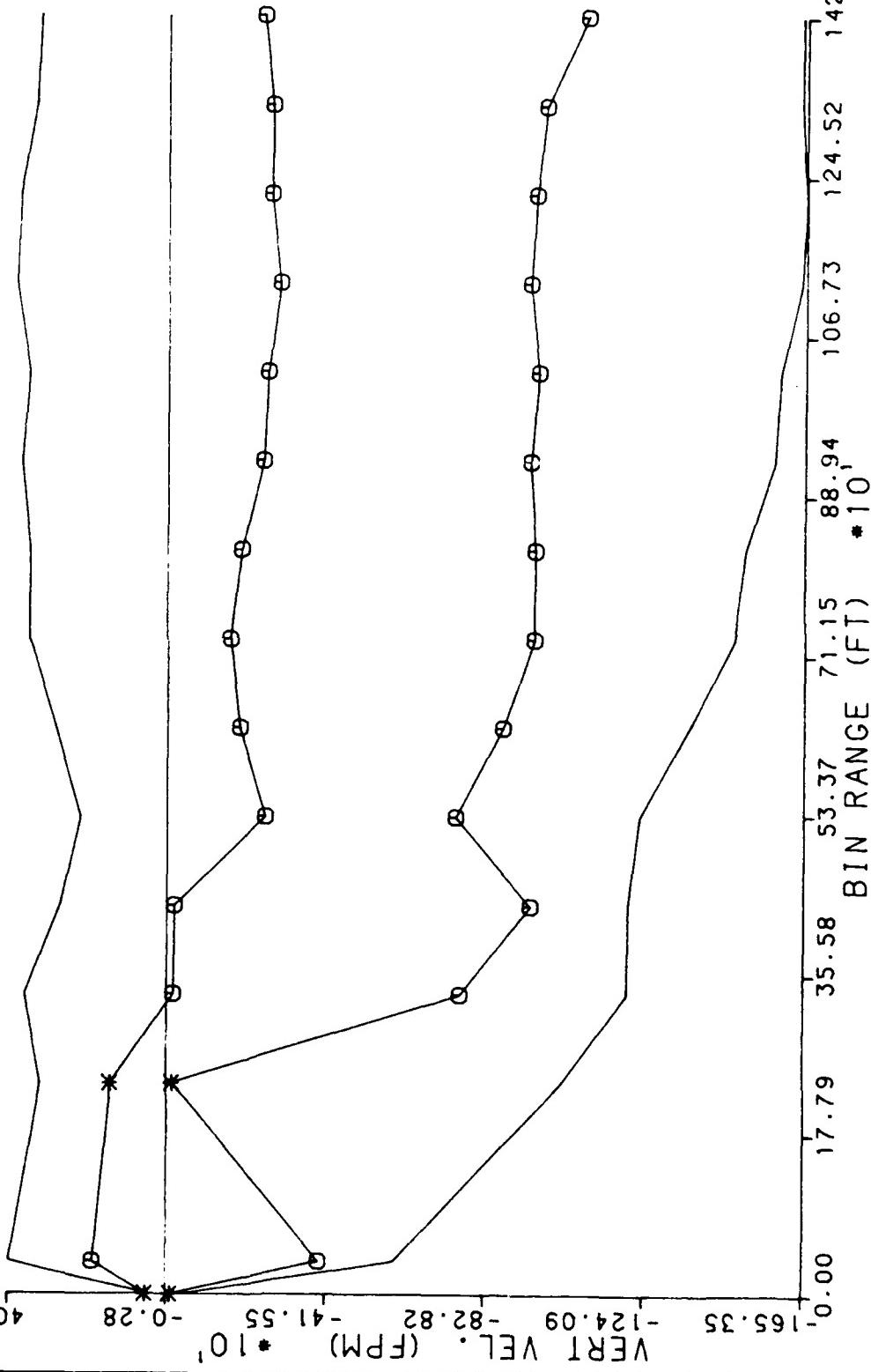
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 8 DEGREE CURVED APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08303

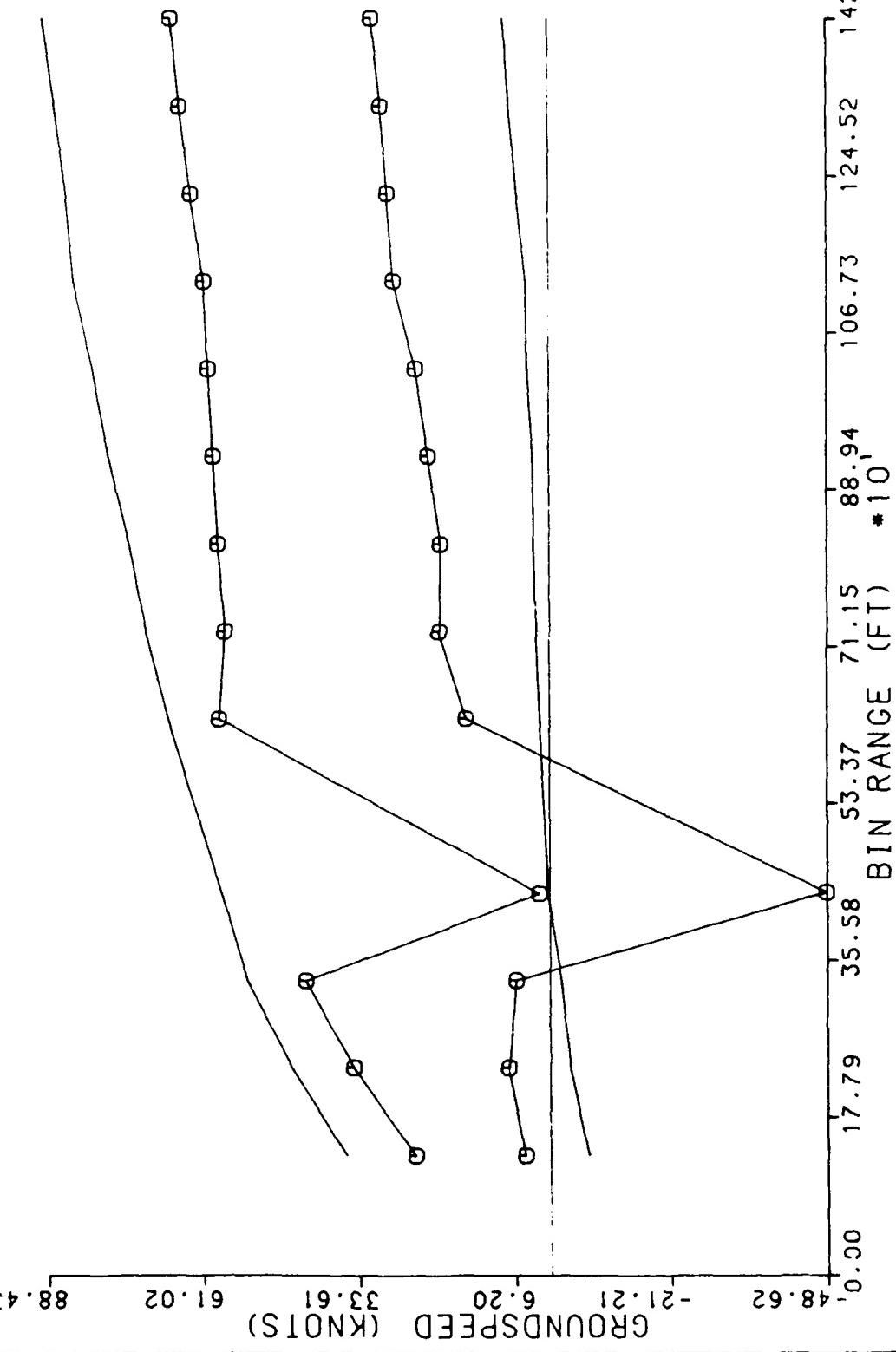
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE CURVED APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

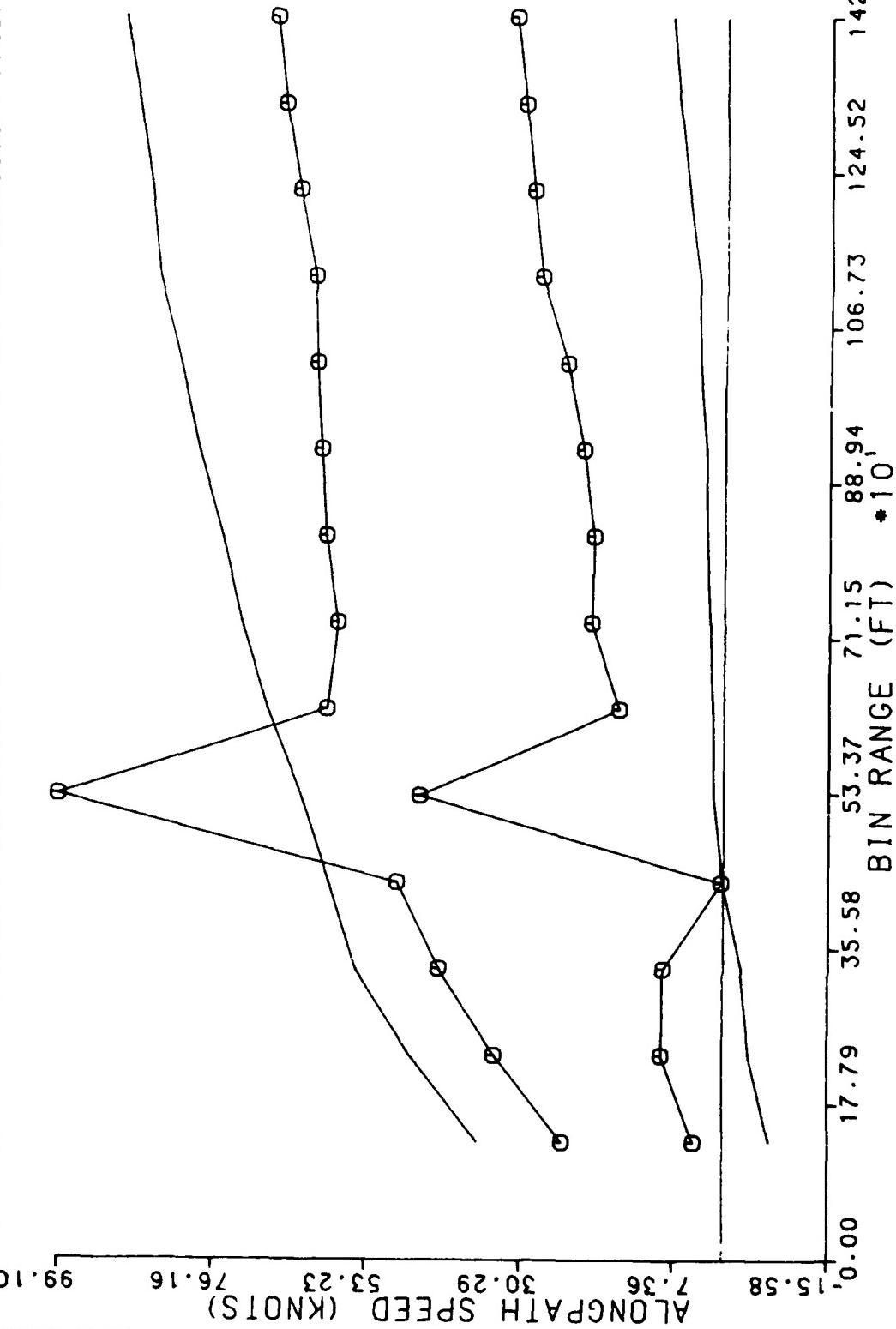
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 8 DEGREE CURVED APPROACHES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 (\*) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08005

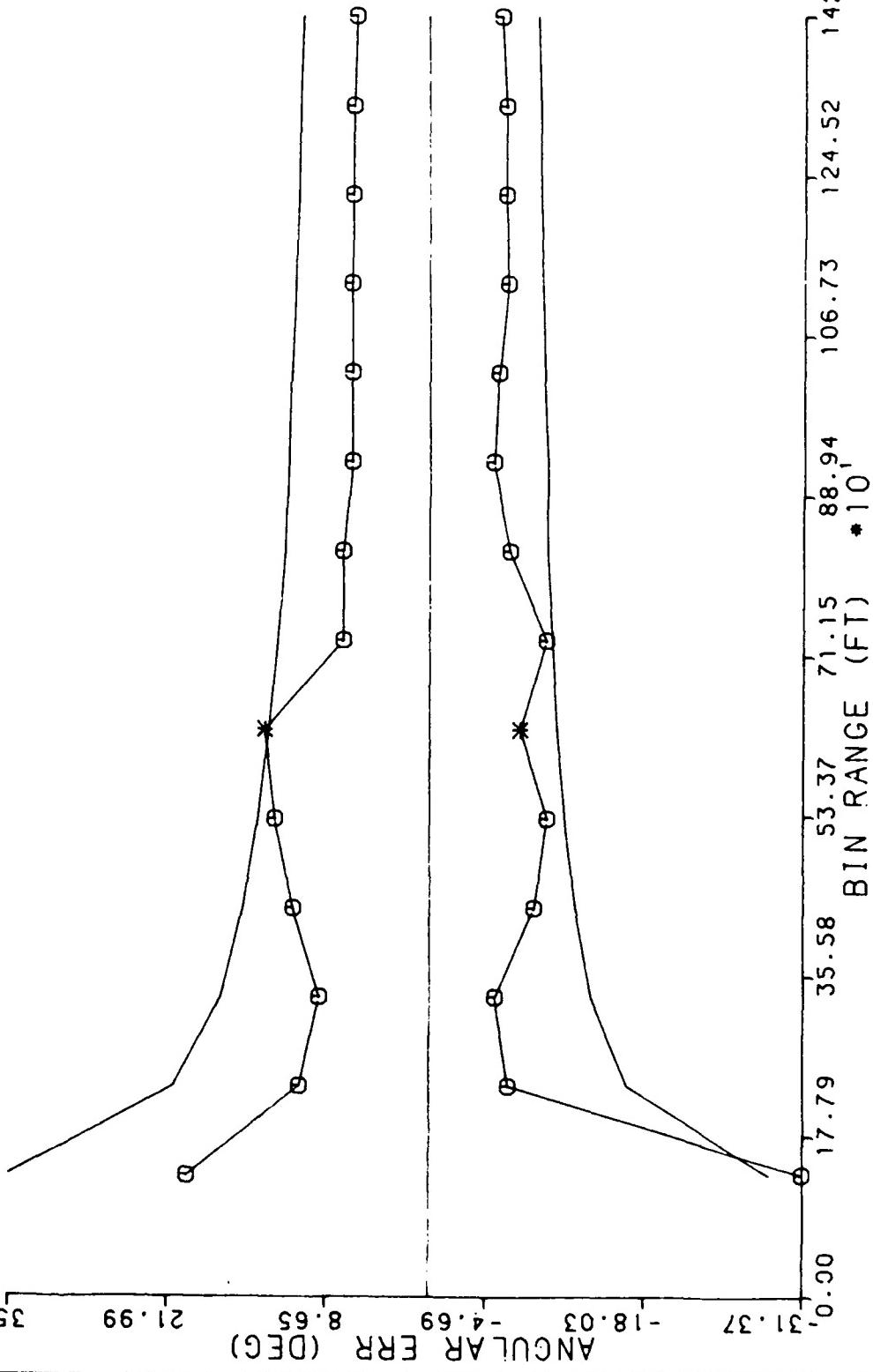
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE CURVED APPROACHES

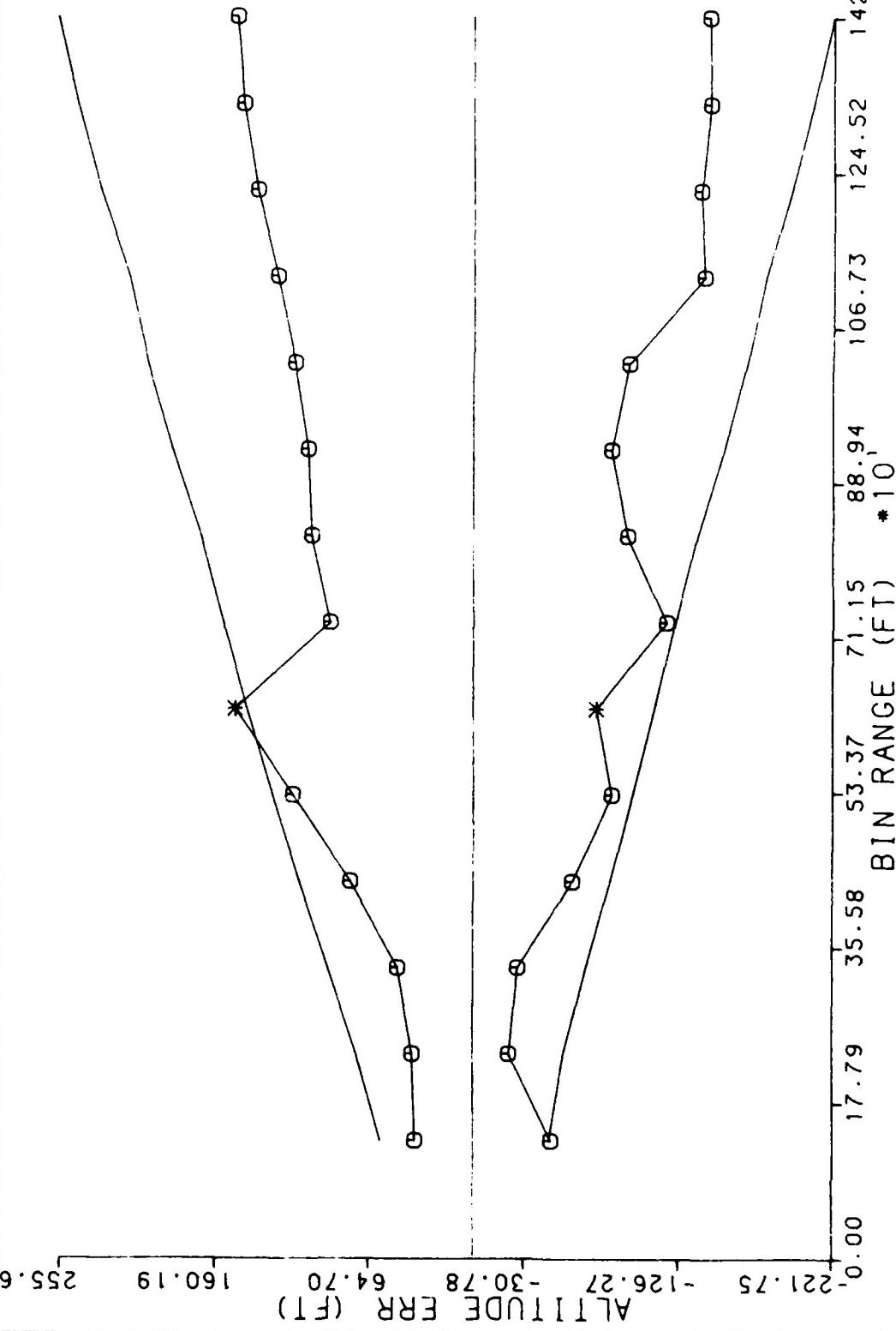
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

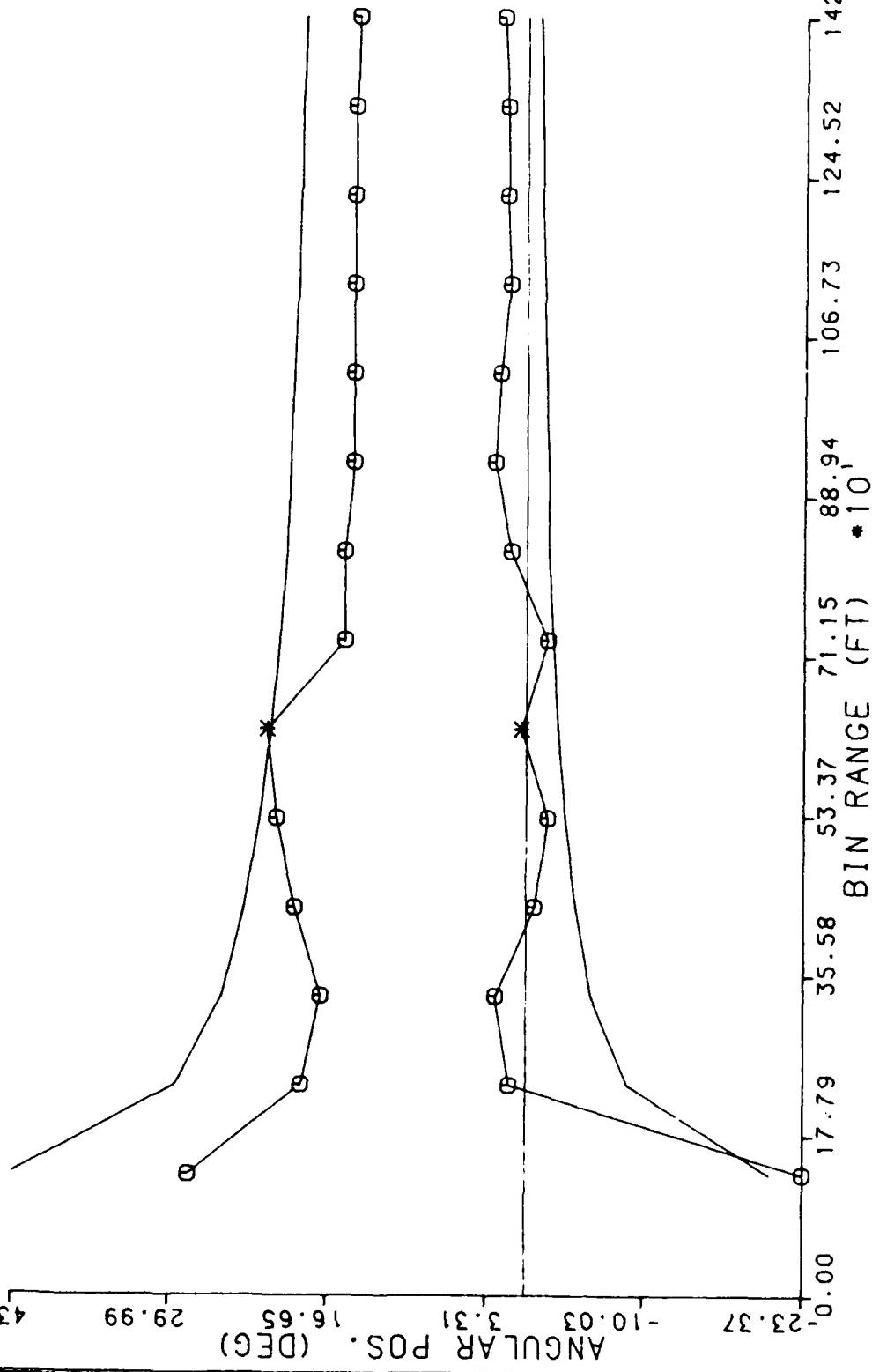
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
8 DEGREE CURVED APPROACHES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



## VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE CURVED APPROACHES

CROSSTRACK POSITION (FT) VS. BIN RANGE (FT)

O INDICATES BETA DISTRIBUTION RANGE LIMIT

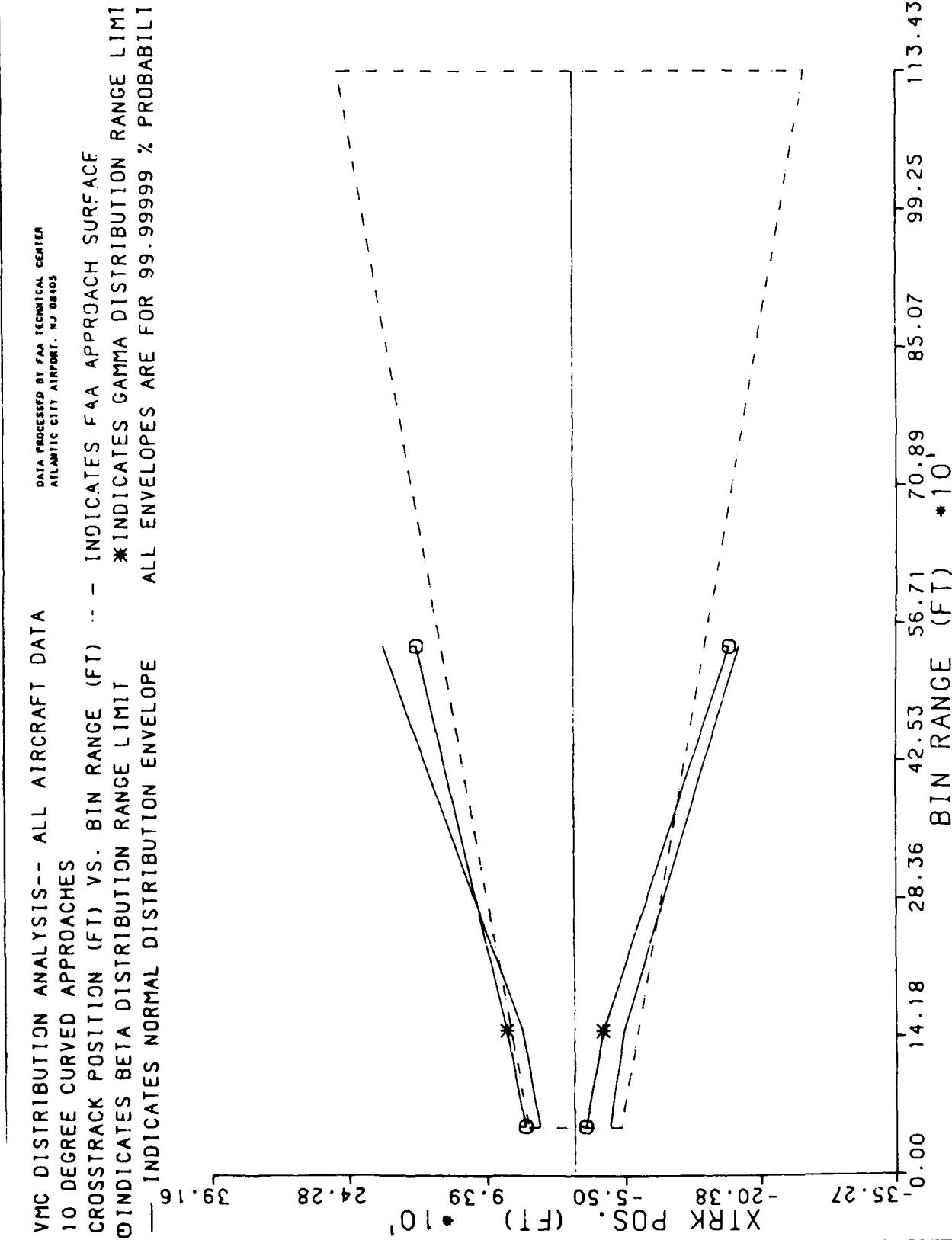
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

— INDICATES FAA APPROACH SURFACE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT

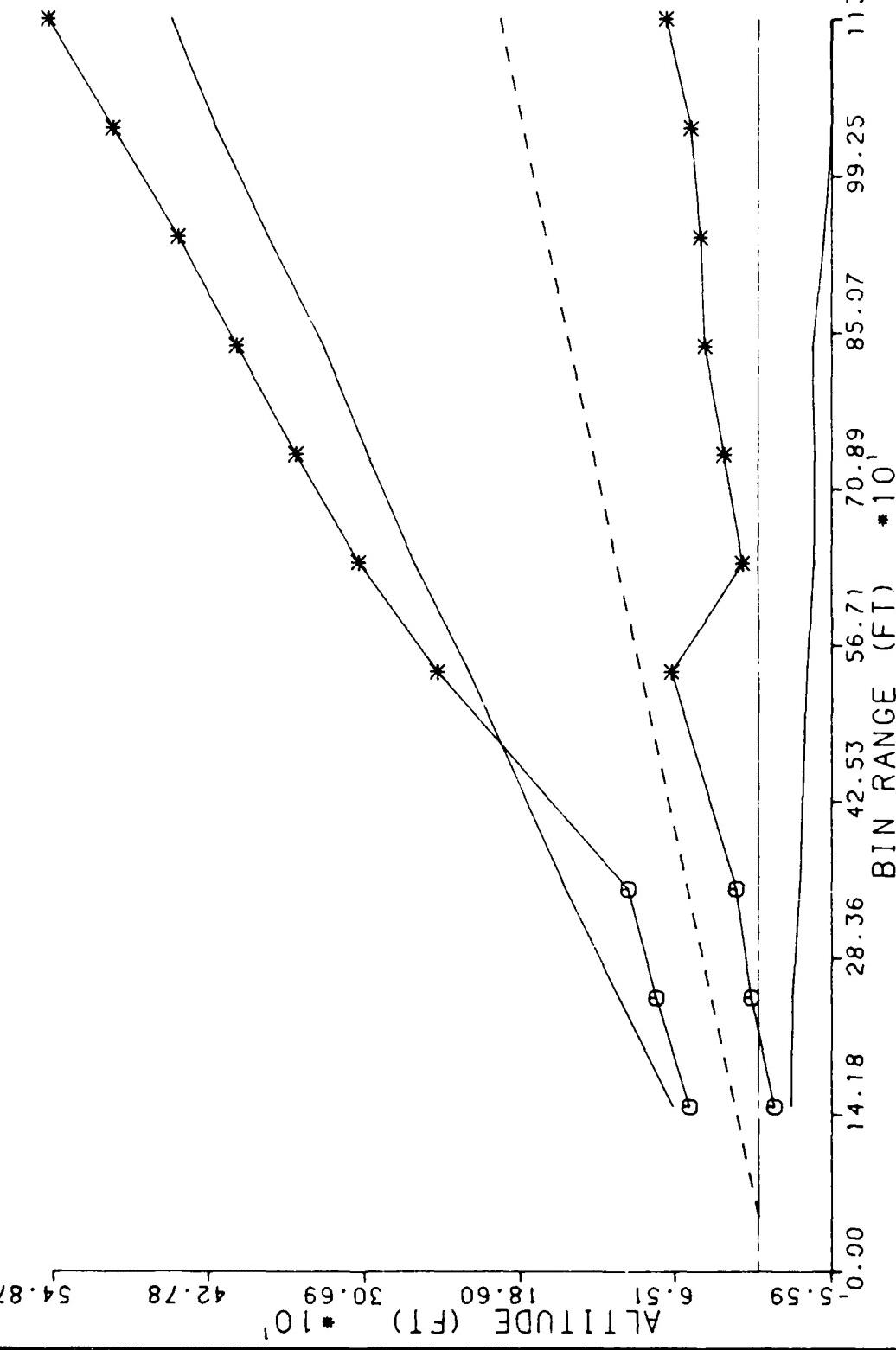
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED APPROACHES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

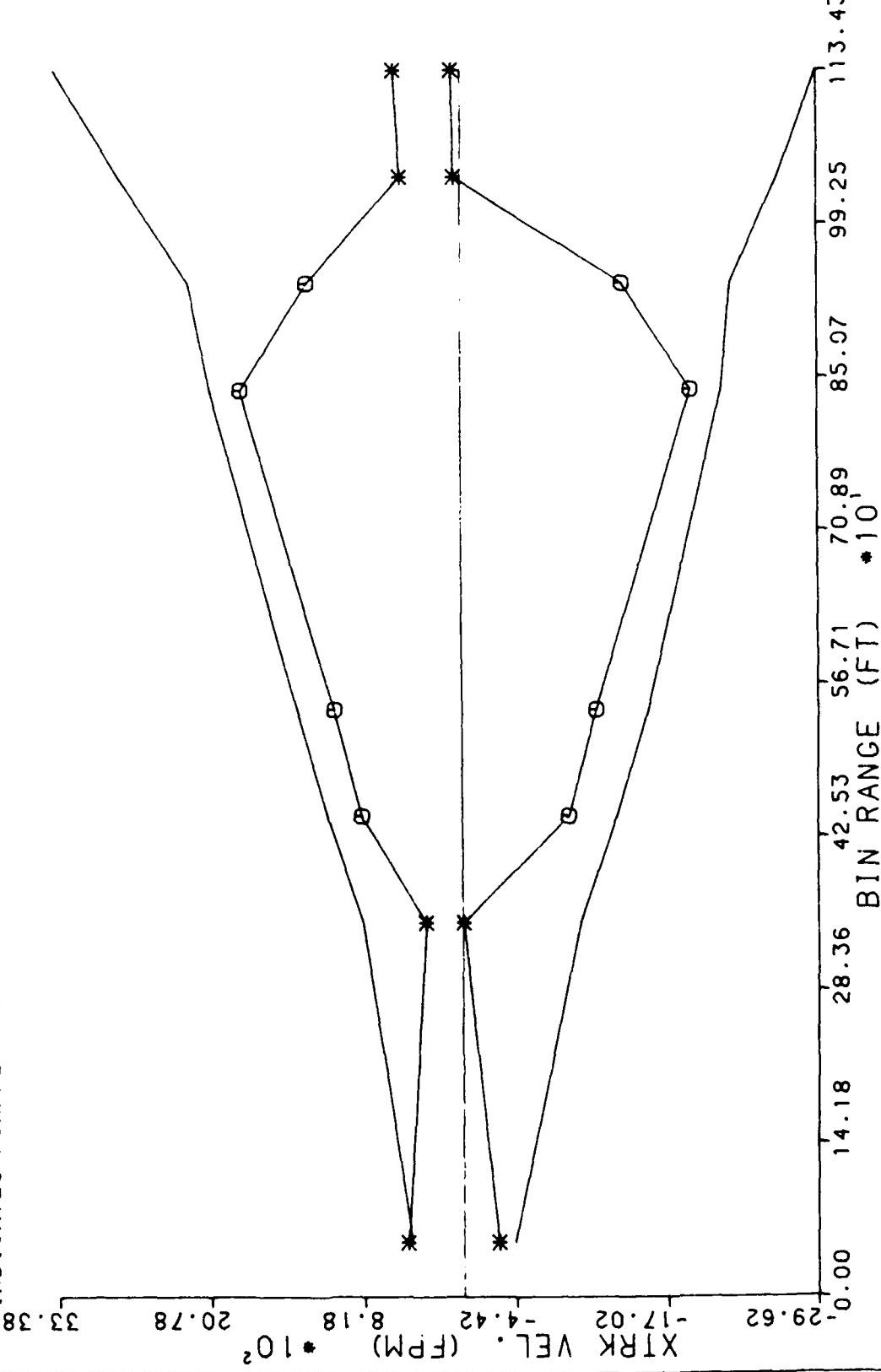
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE CURVED APPROACHES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

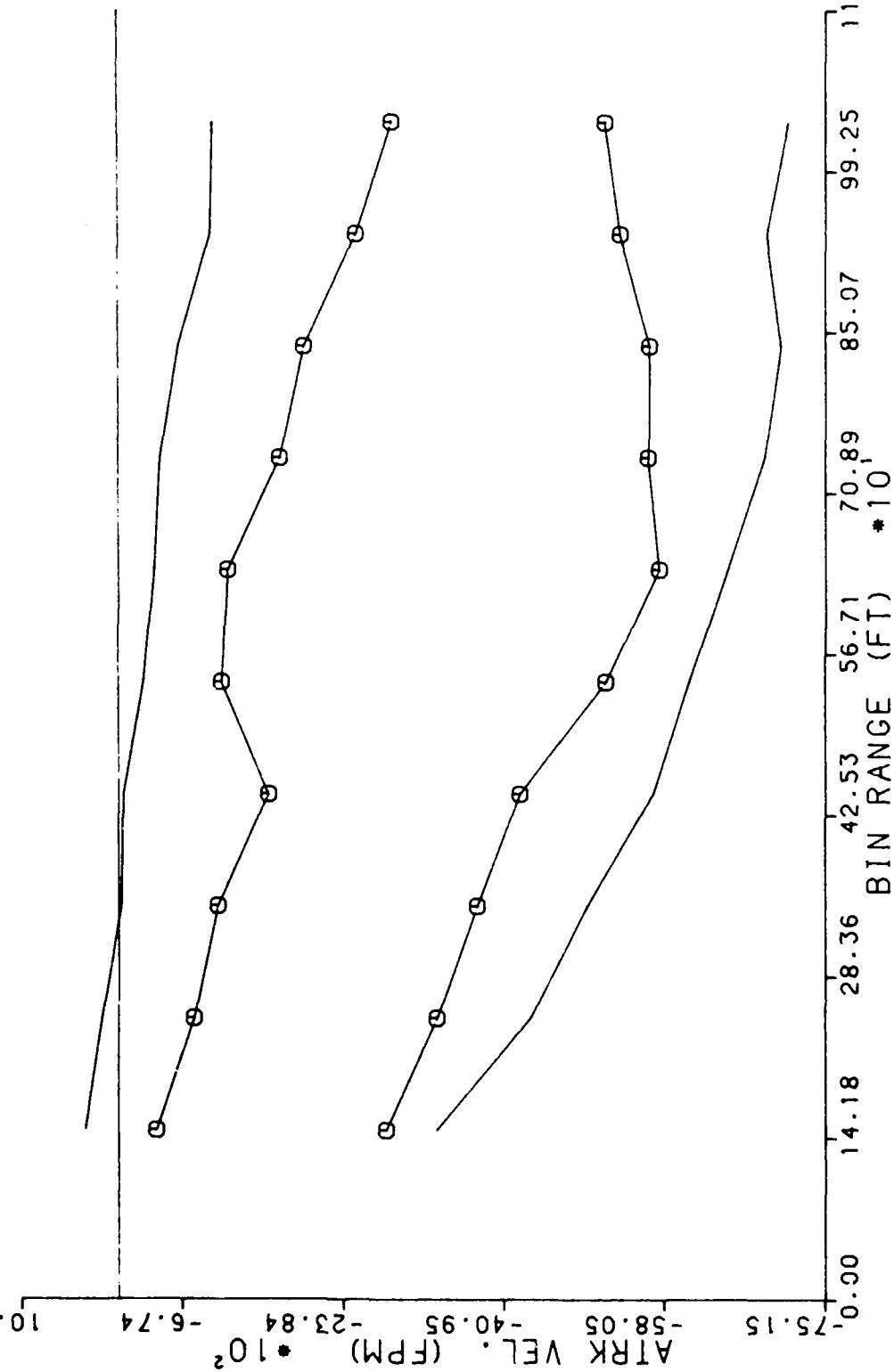
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED APPROACHES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
□ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08205

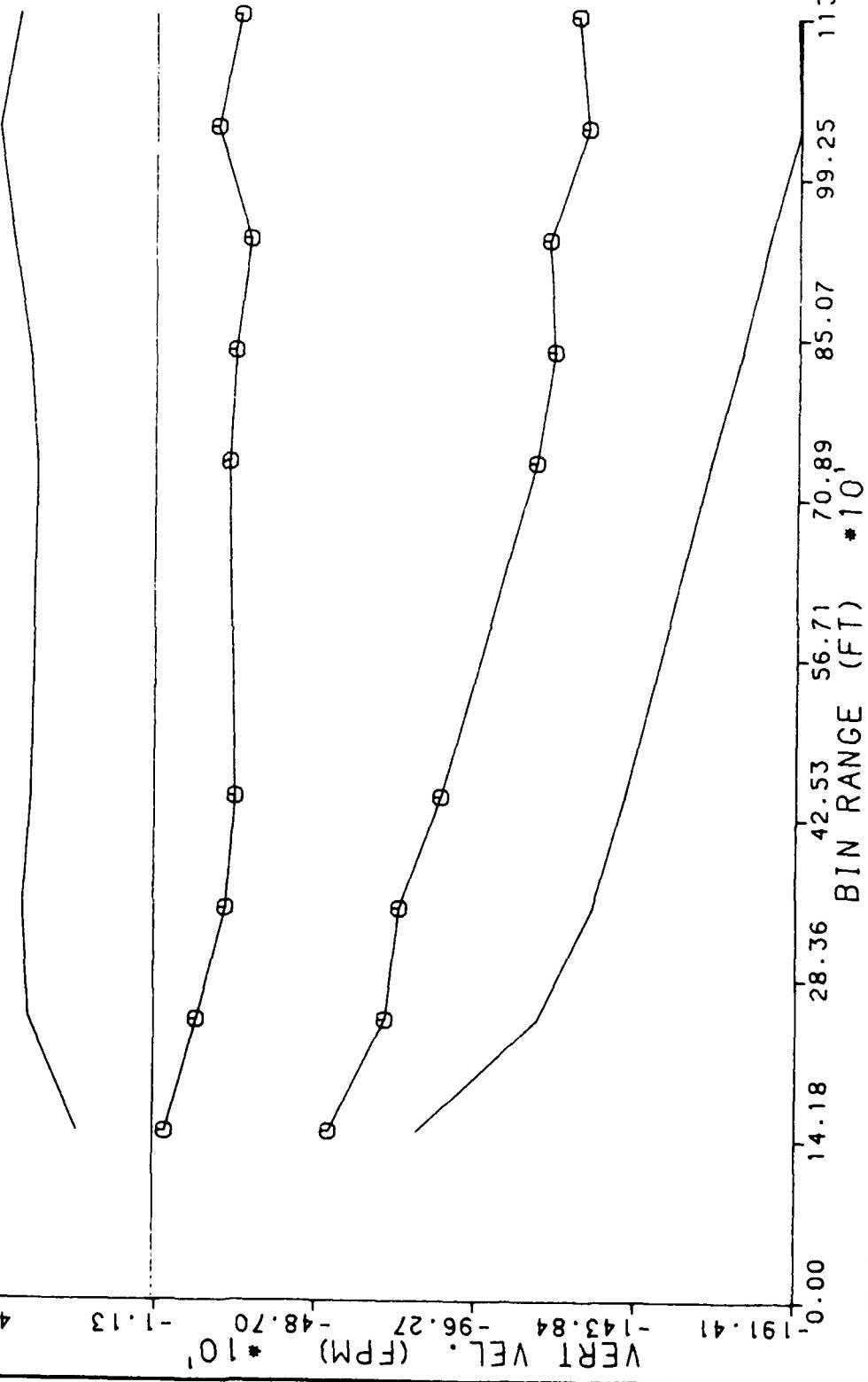
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE CURVED APPROACHES  
 VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

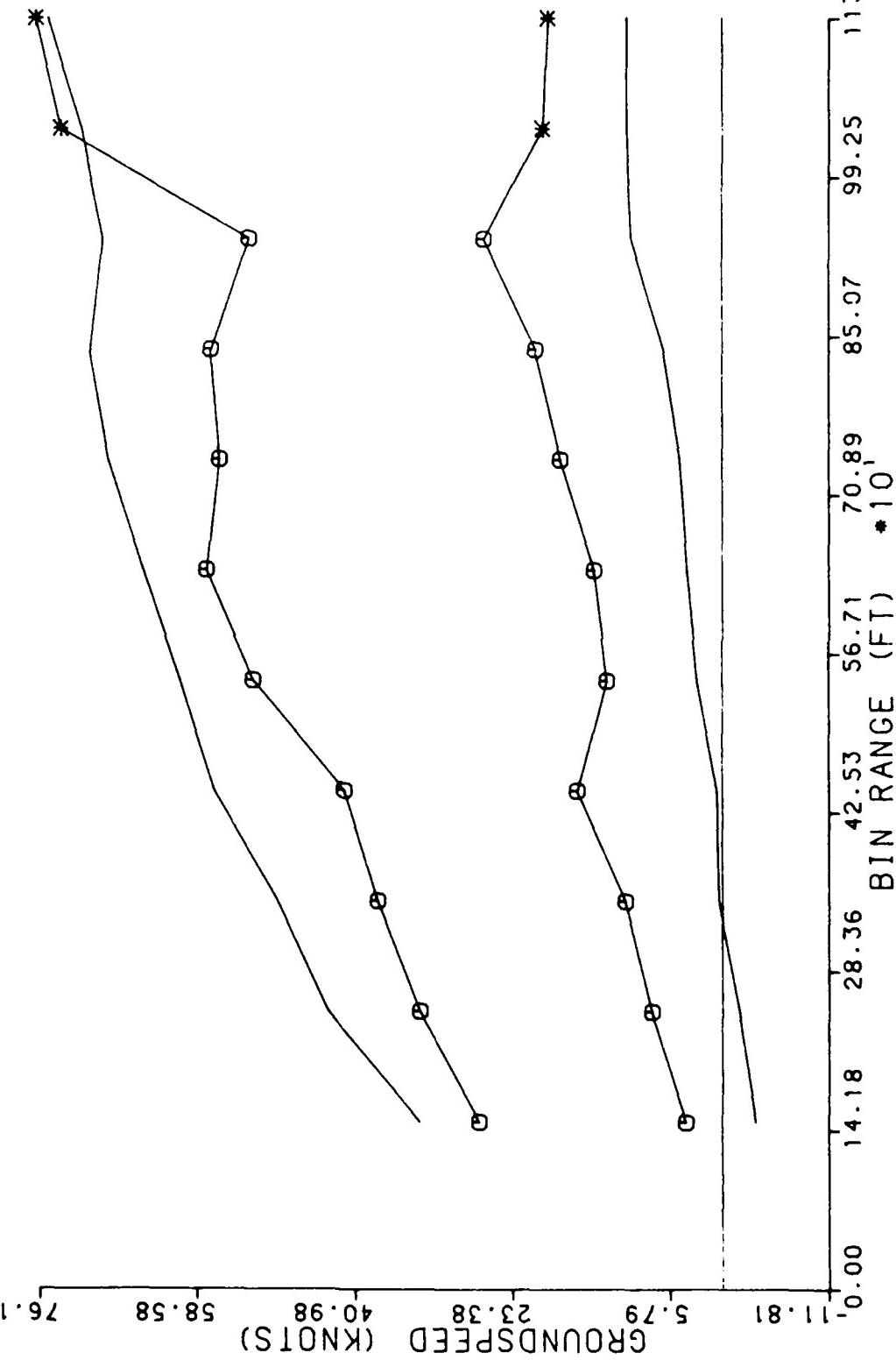
\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED APPROACHES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE CURVED APPROACHES

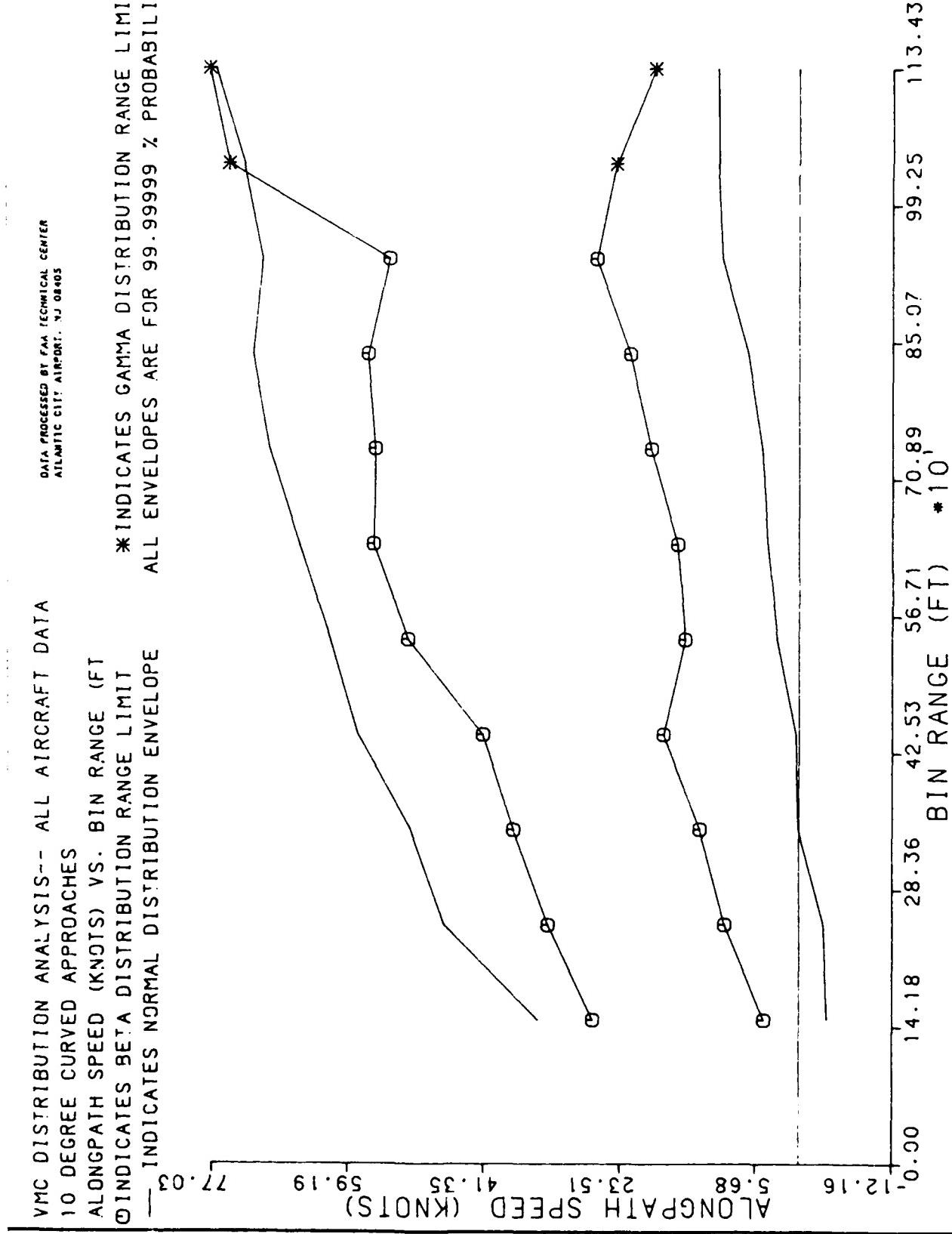
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT

- INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT: 40 08405

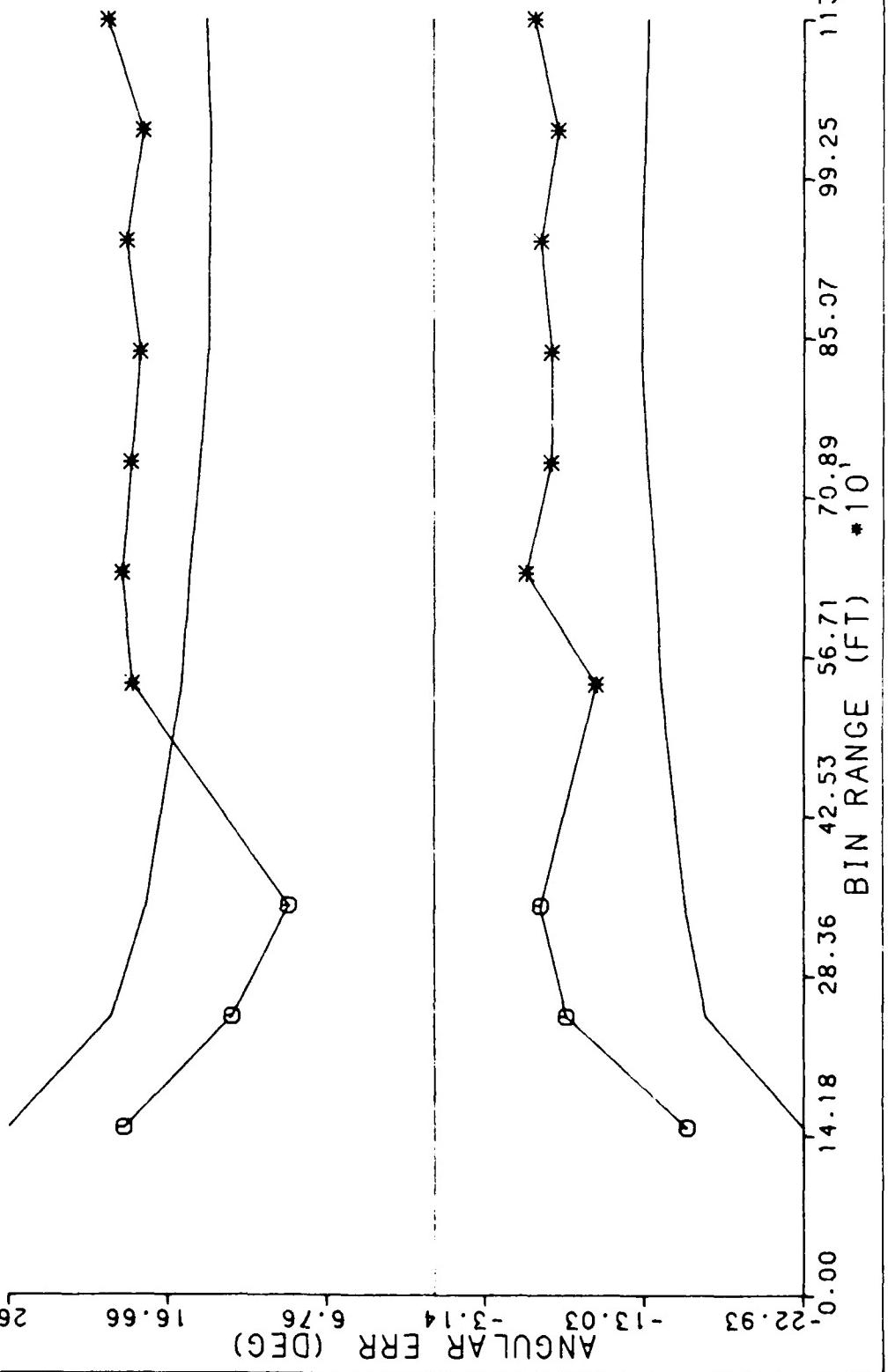
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED APPROACHES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

10 DEGREE CURVED APPROACHES

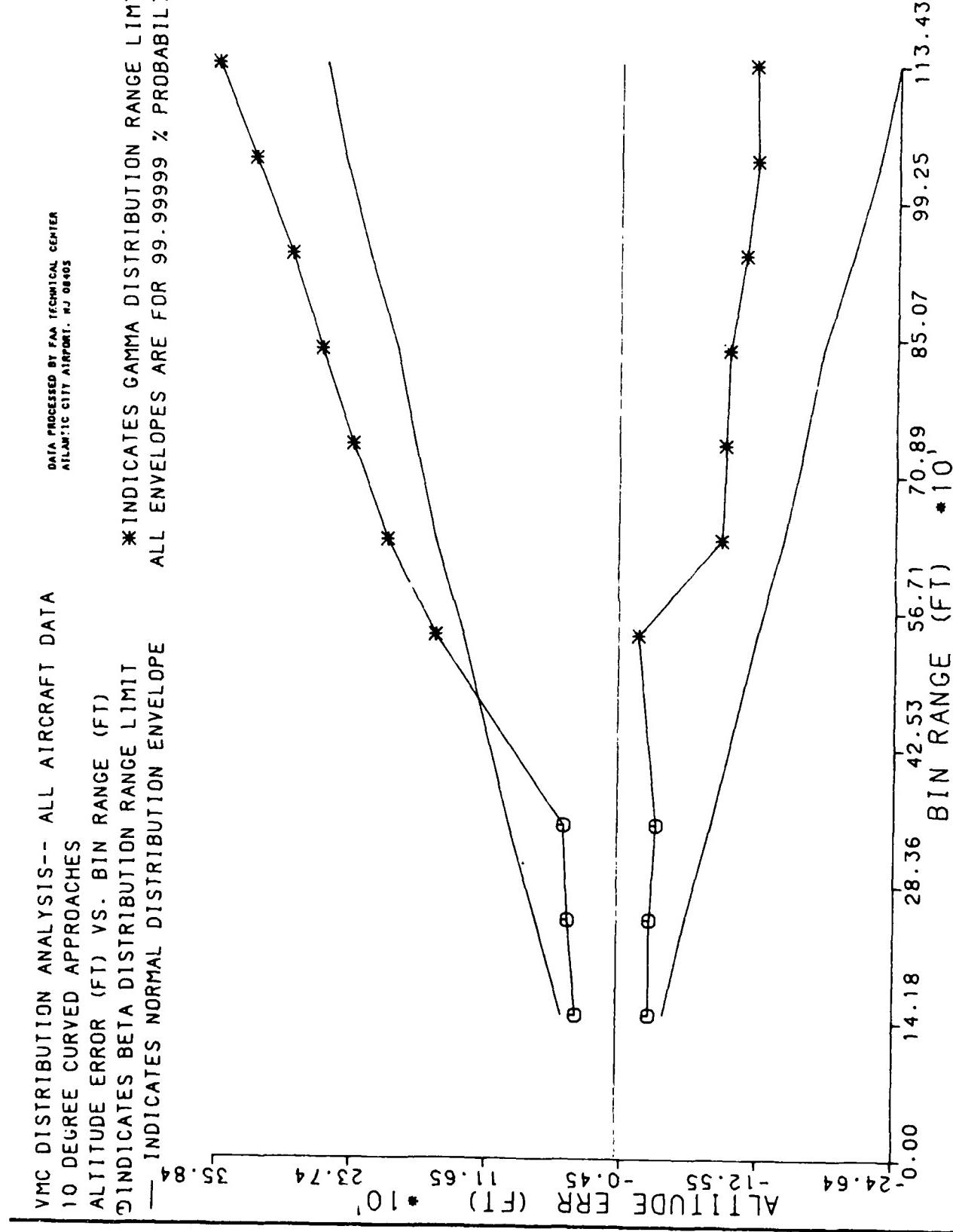
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)

— INDICATES BETA DISTRIBUTION RANGE LIMIT

— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

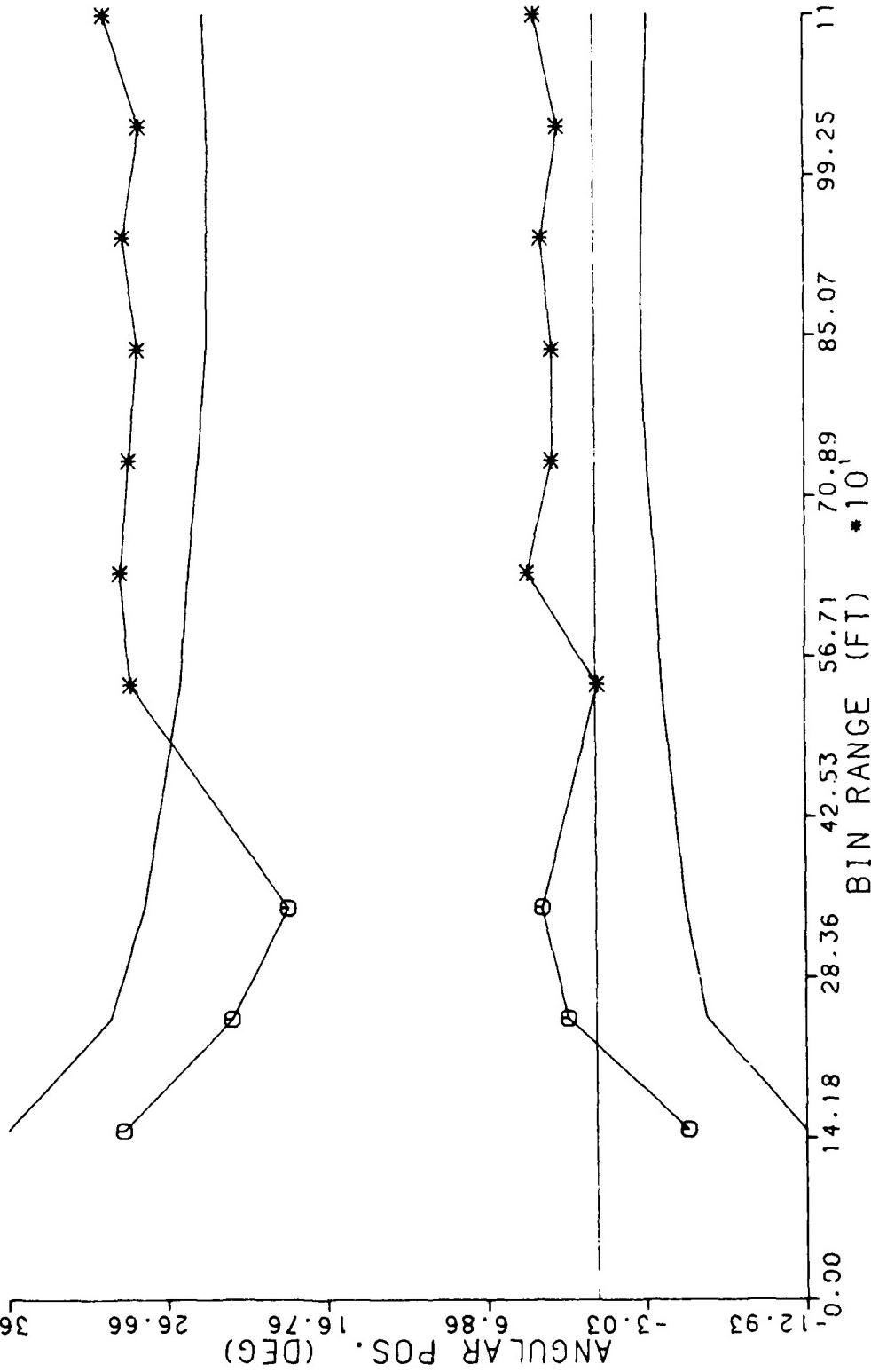
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE CURVED APPROACHES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 (\*) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA

7 DEGREE STRAIGHT DEPARTURES

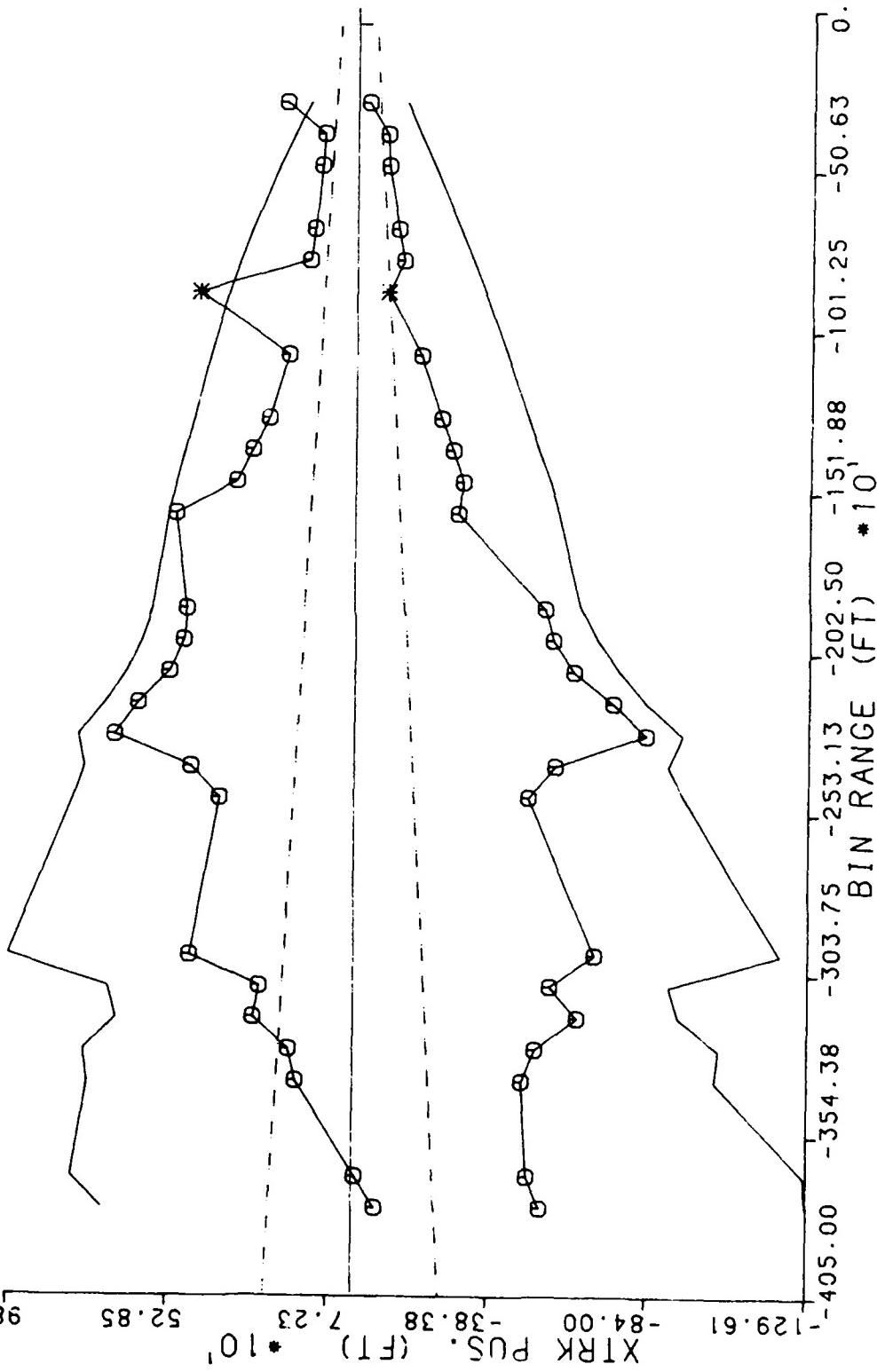
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) - - - INDICATES FAA APPROACH SURFACE

O INDICATES BETA DISTRIBUTION RANGE LIMIT

- - - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

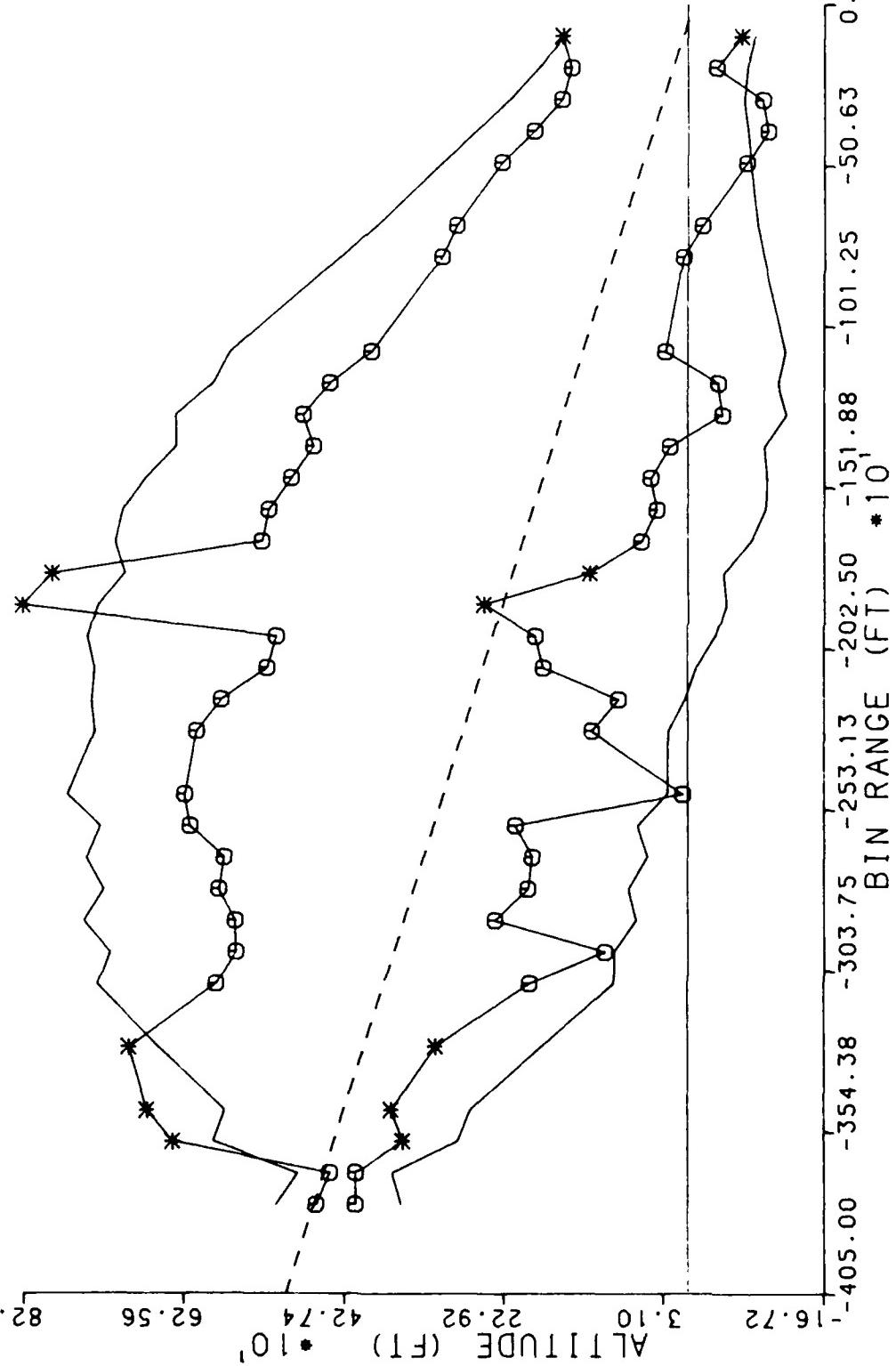
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE STRAIGHT DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

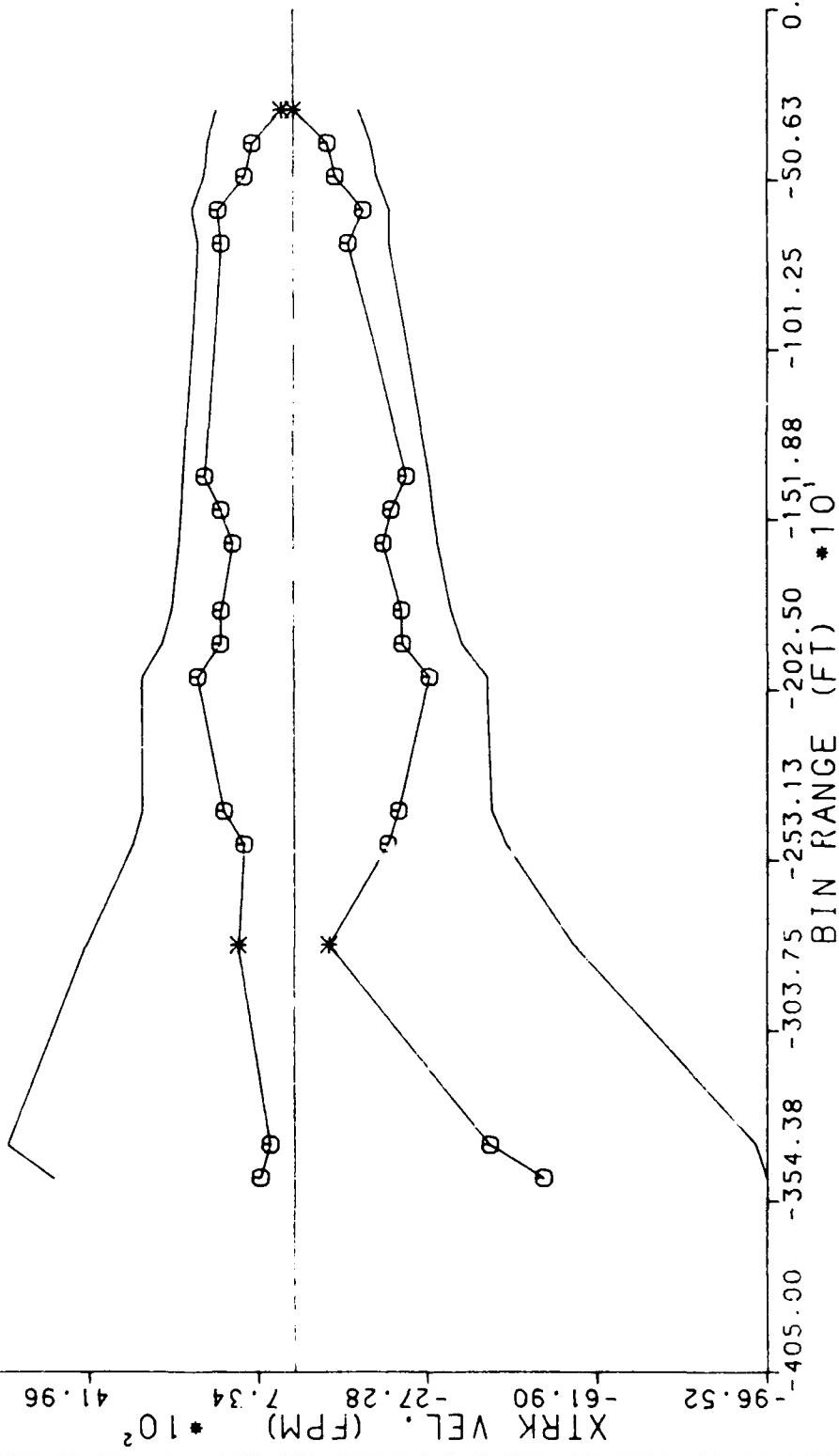
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT DEPARTURES  
 CROSSTRAK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

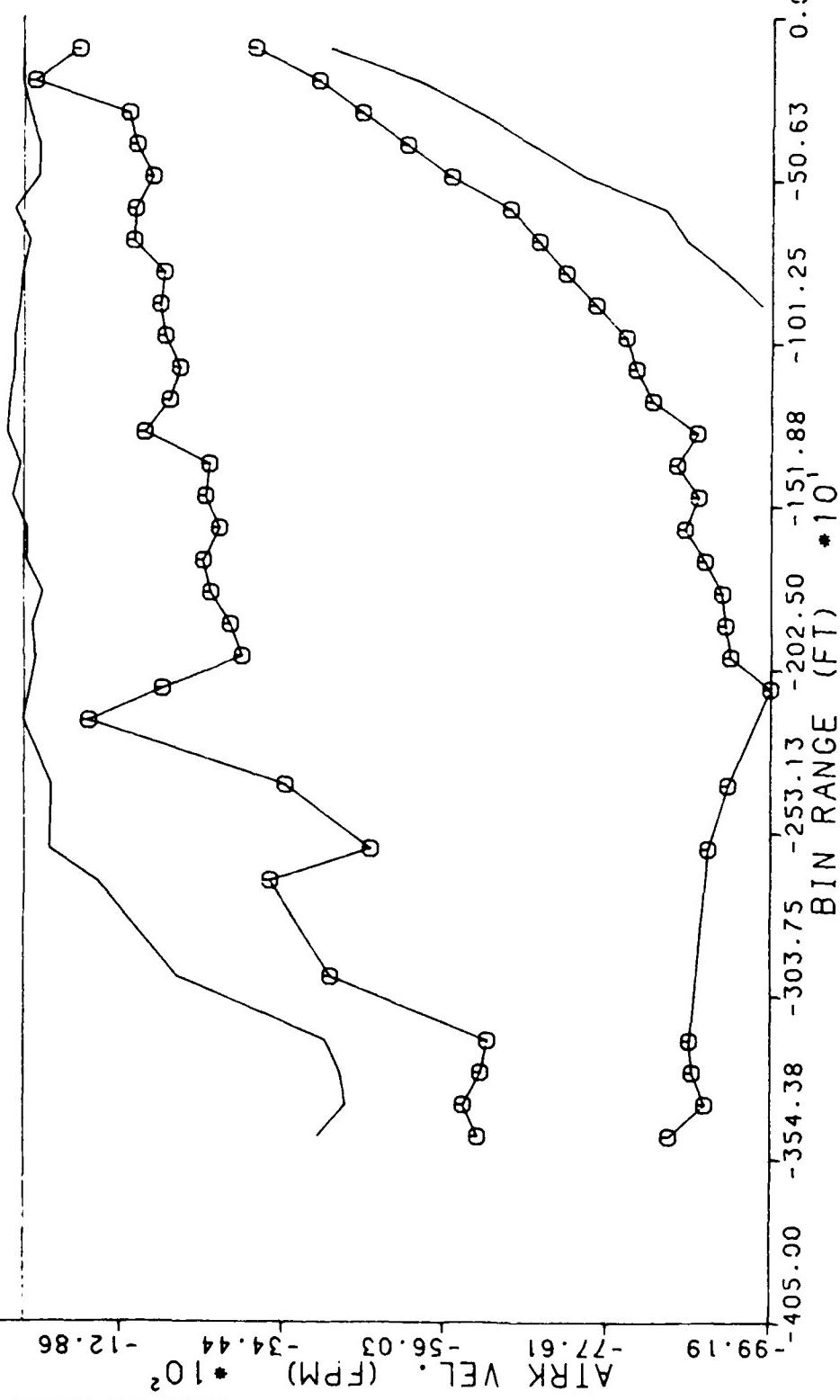
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT DEPARTURES  
 ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 (\*) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08305

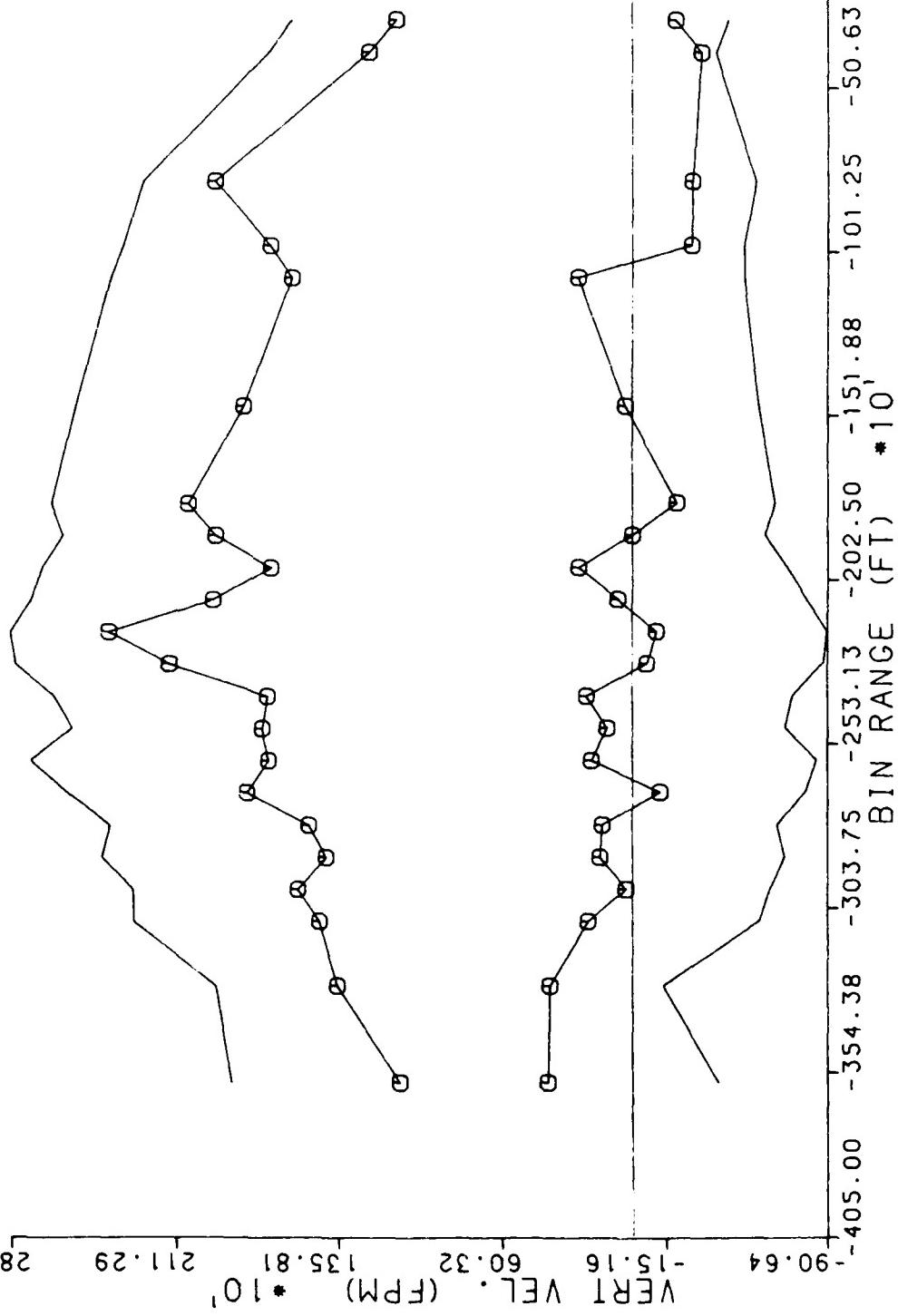
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE STRAIGHT DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FMA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

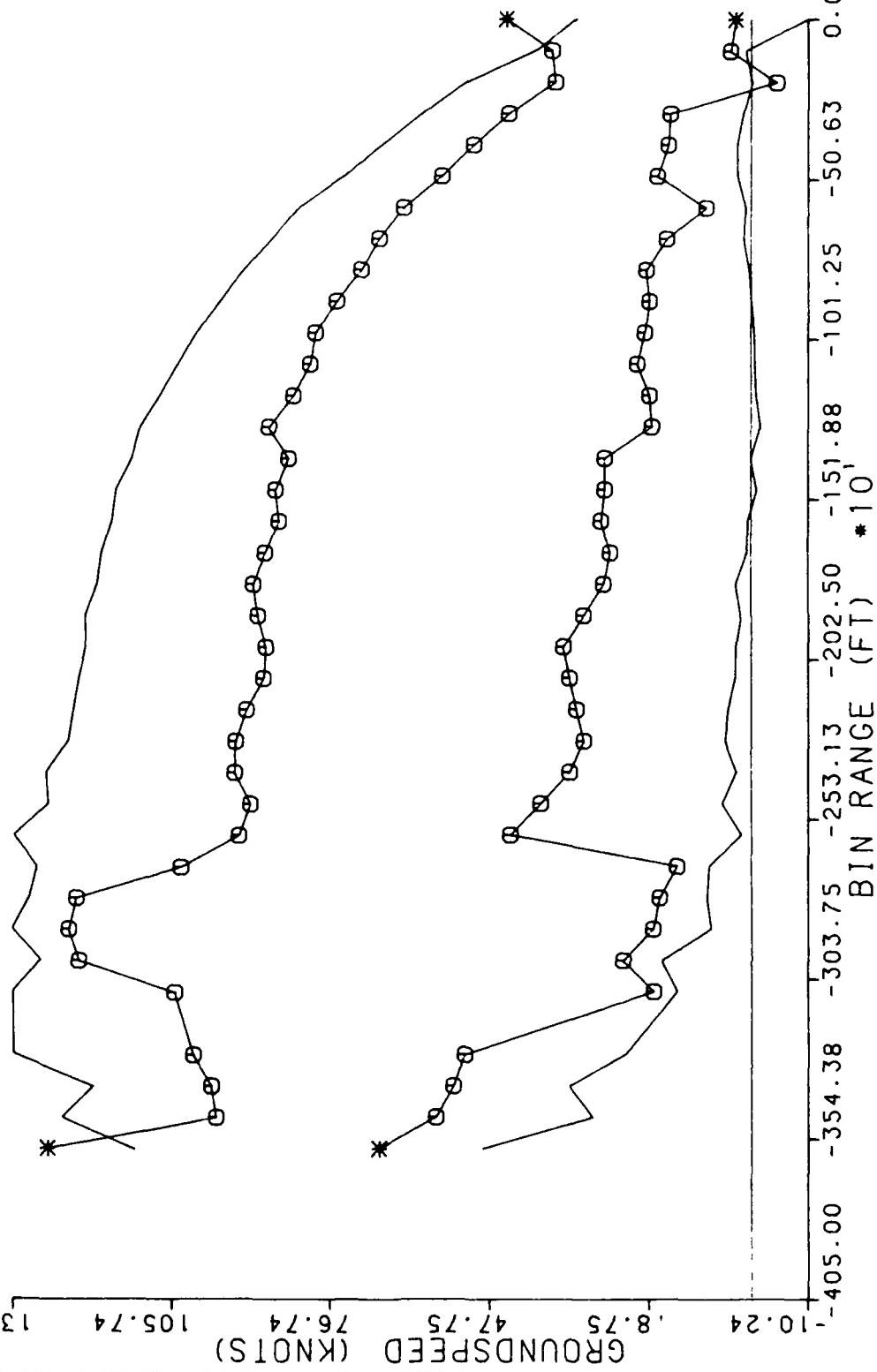
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE STRAIGHT DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

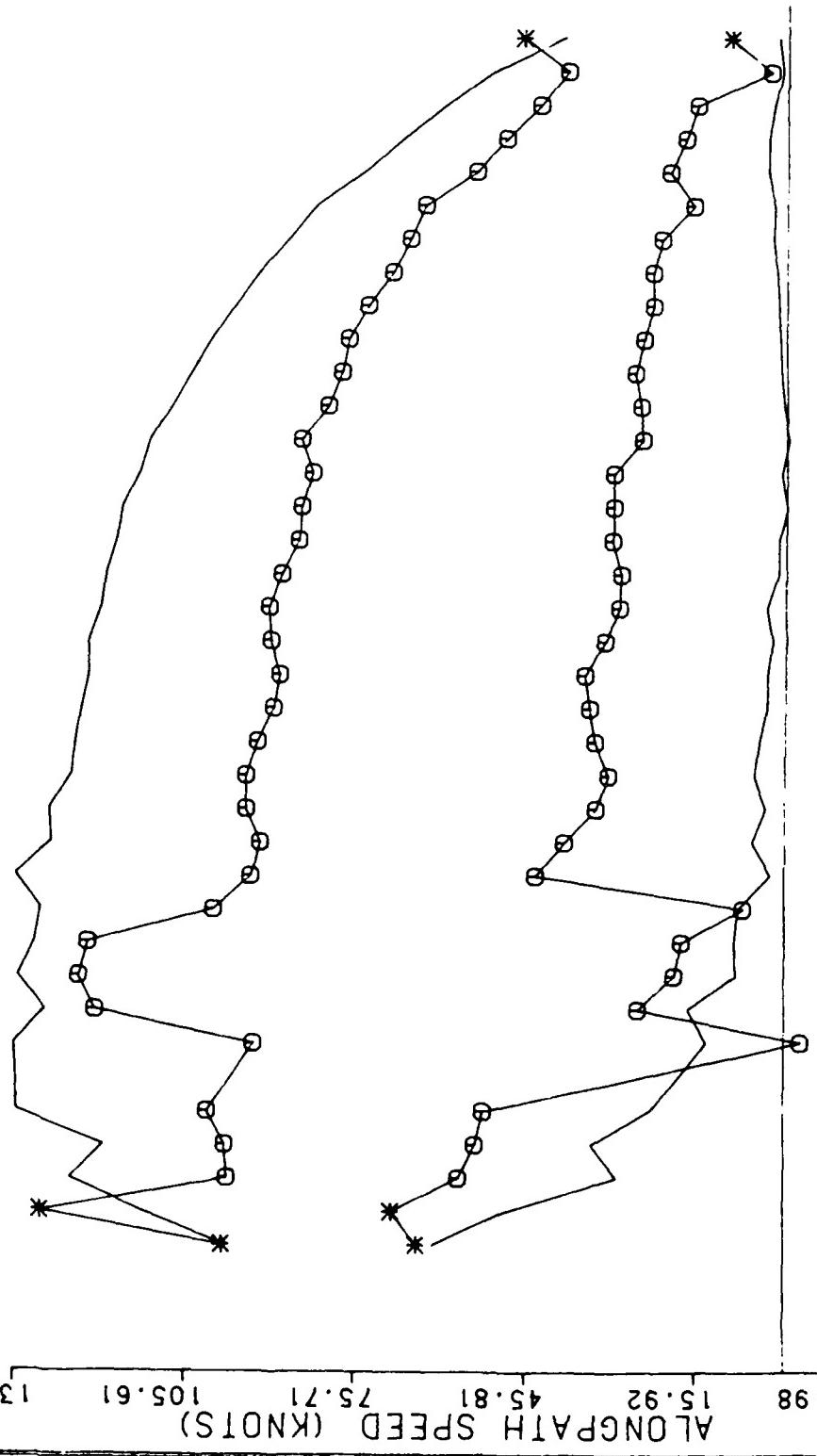
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 Q INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

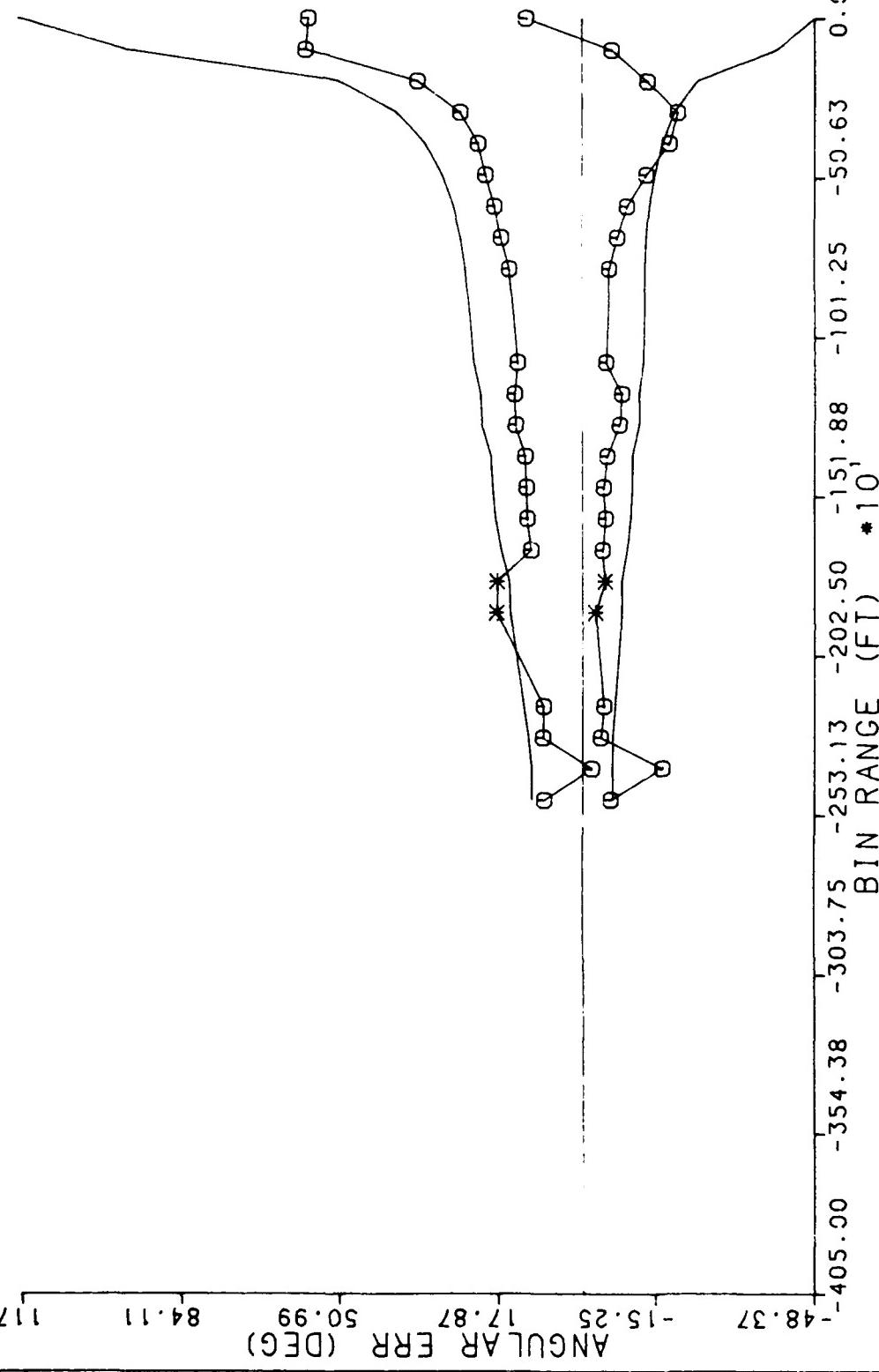


-405.30 -354.38 -303.75 -253.13 -202.50 -151.88 -101.25 -50.63 0.00  
 BIN RANGE (FT) \*10

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 (1) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 (2) INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

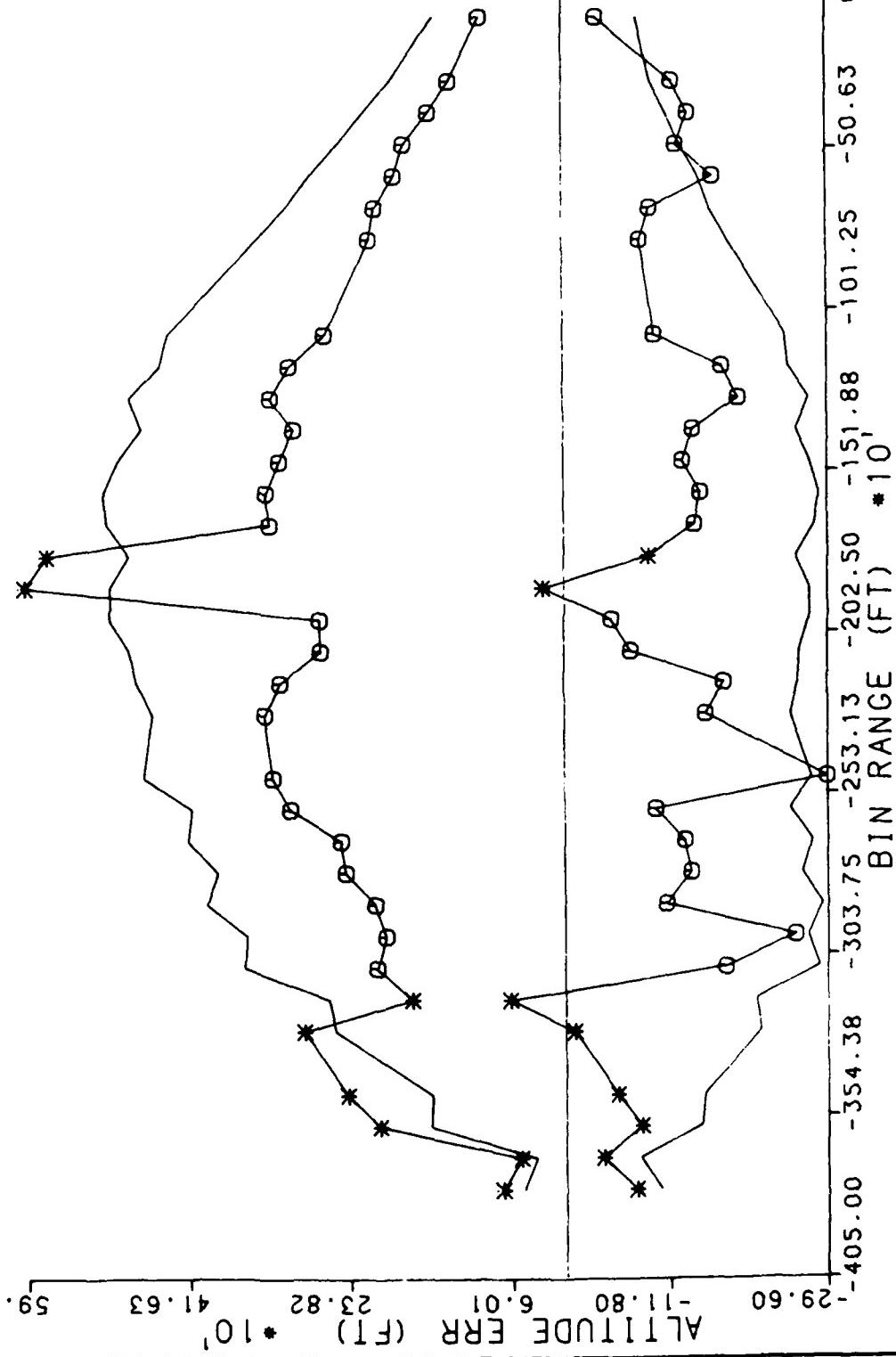
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE STRAIGHT DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

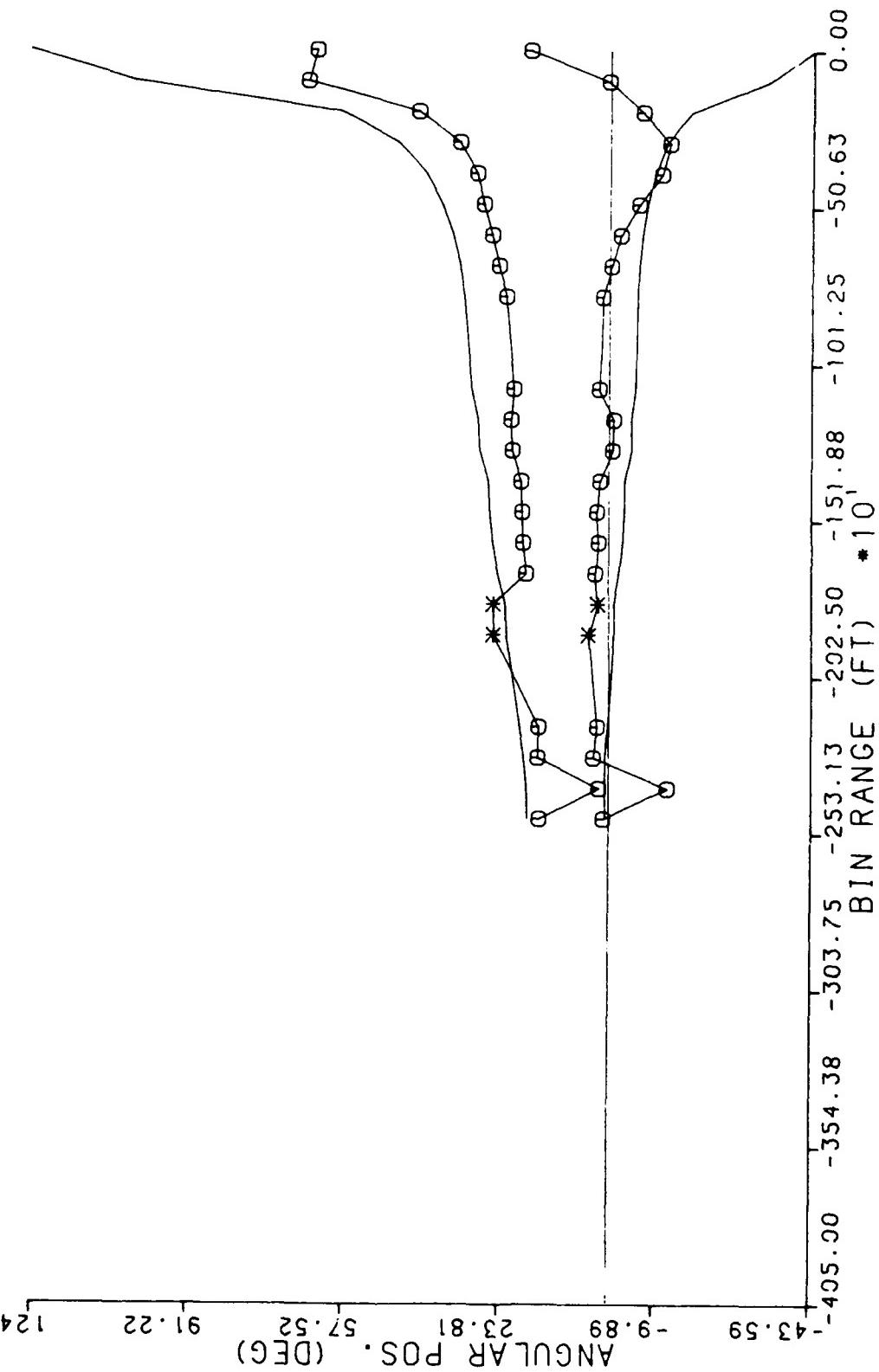
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE STRAIGHT DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

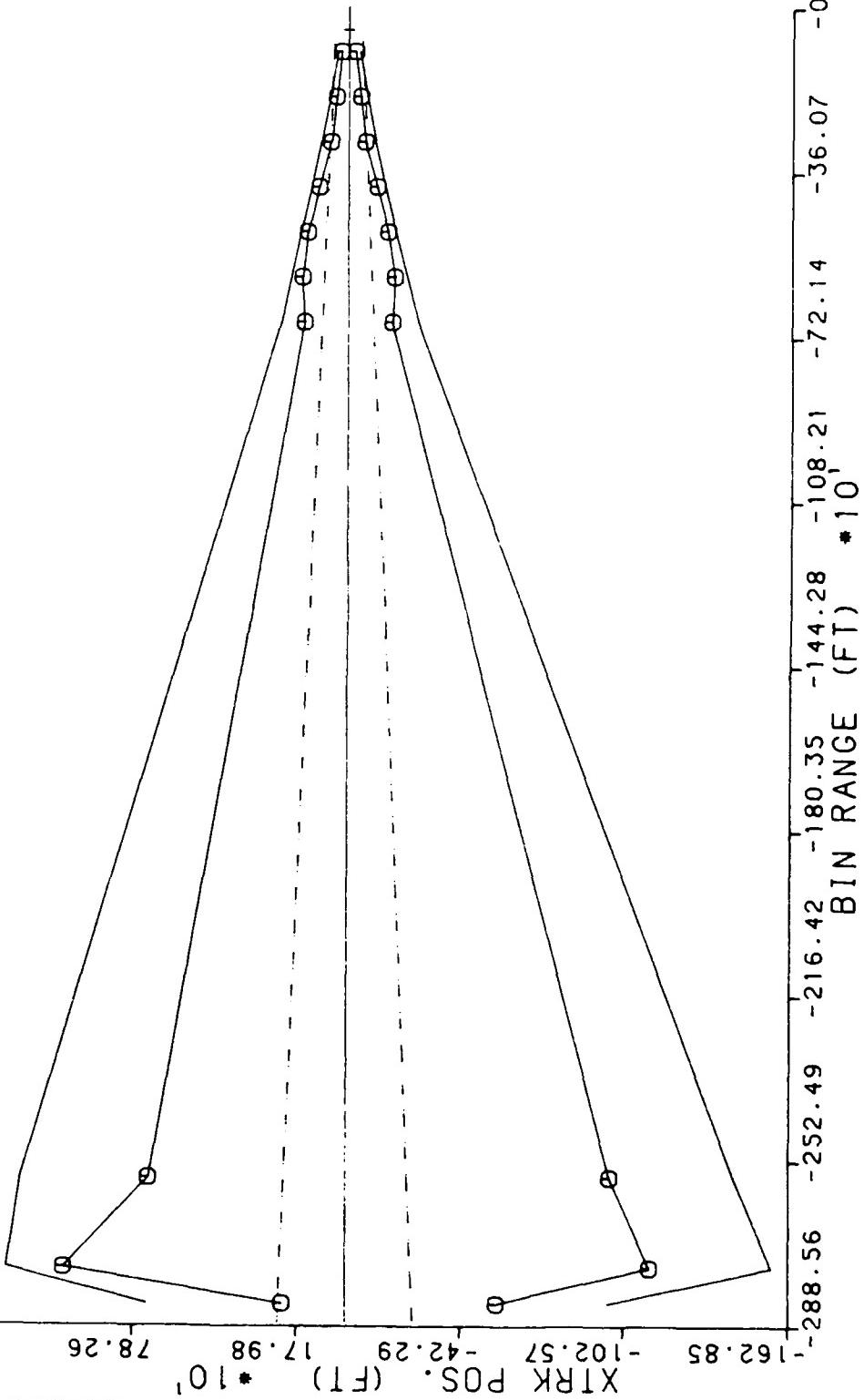
DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 -<sup>2</sup> INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT DEPARTURES

ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

-6

226.6

227.77

137.77

48.93

48.91

-39.91

-128.74

-217.58

-288.56

-252.49

-216.42

-180.35

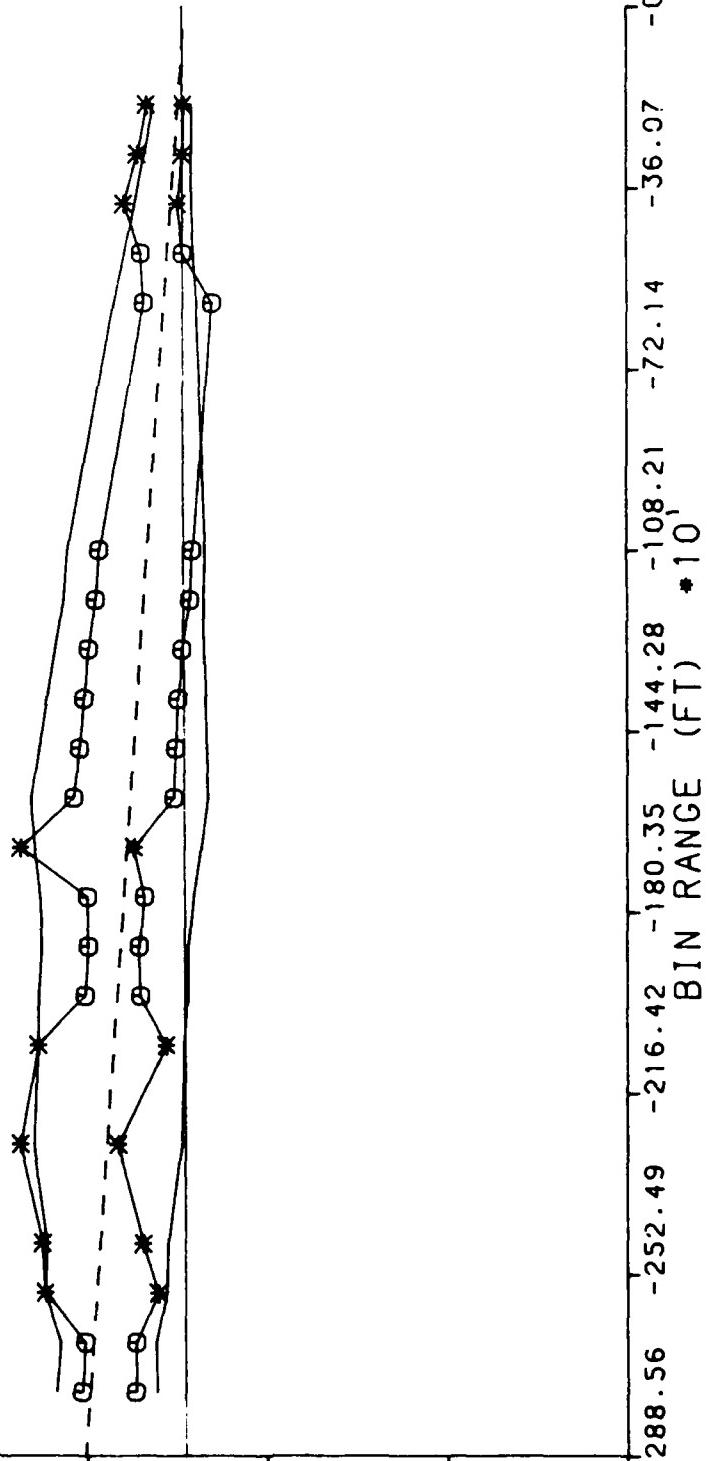
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-108.21

-72.14

-36.97

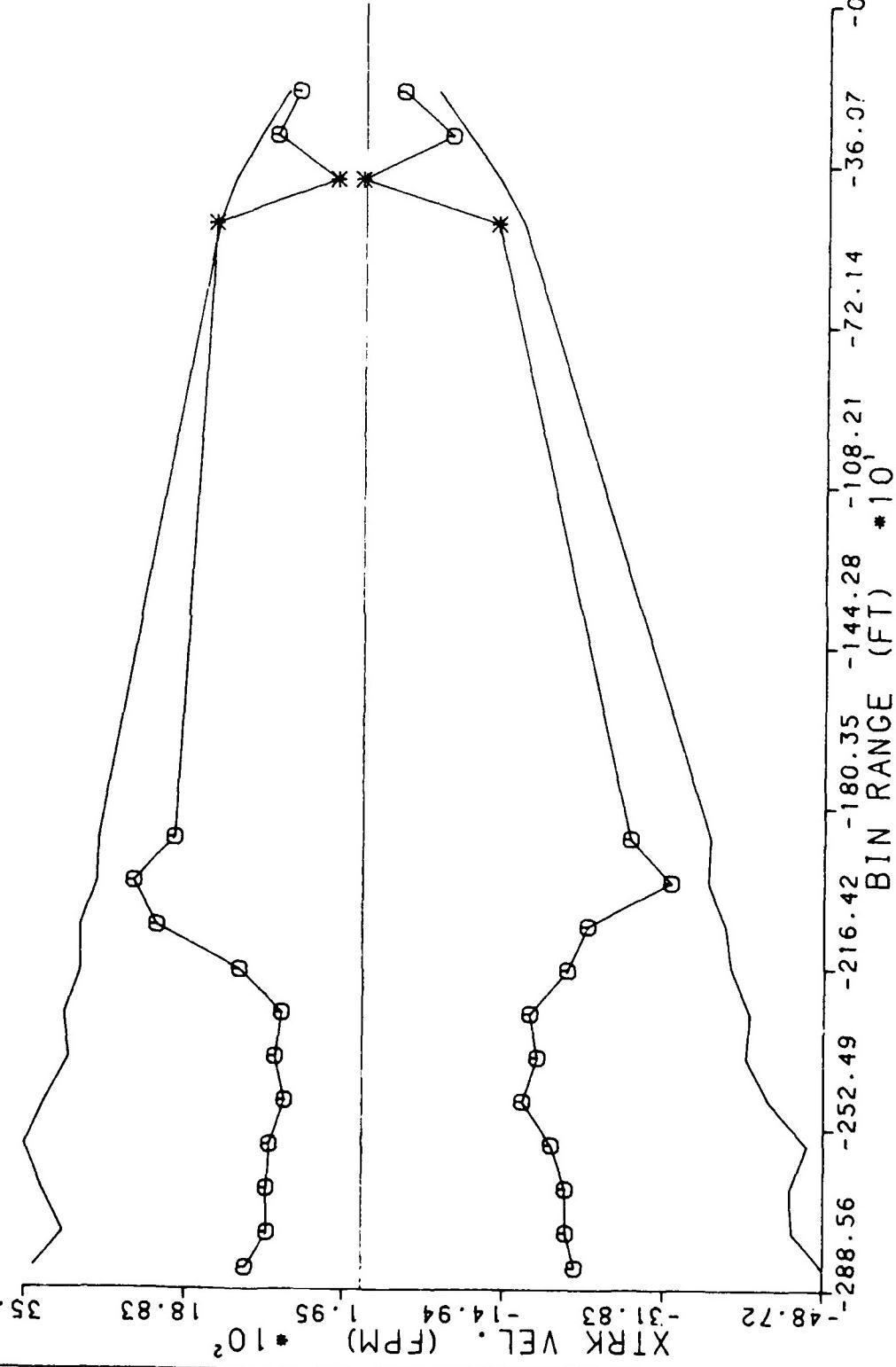
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAIR TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

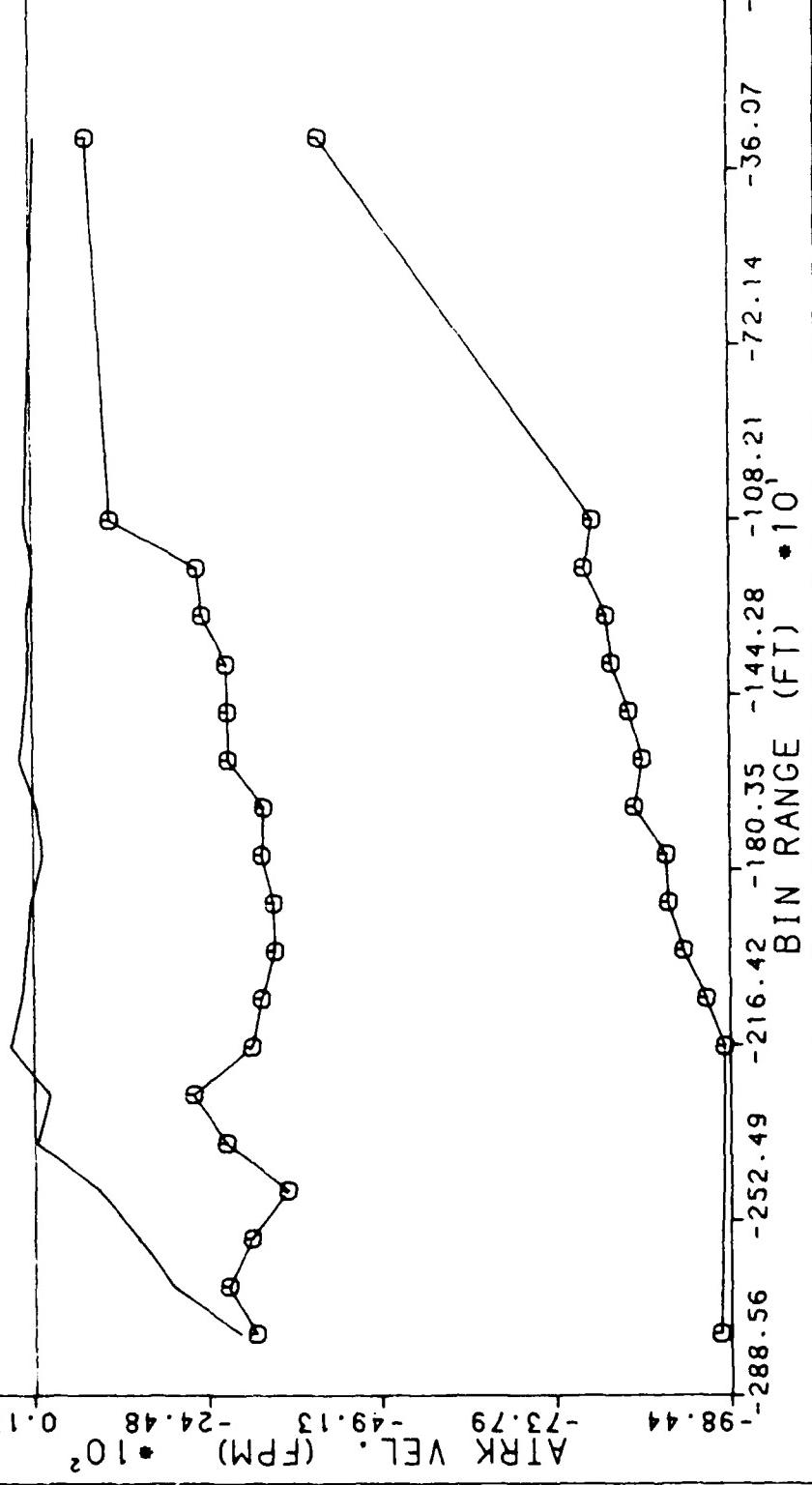
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

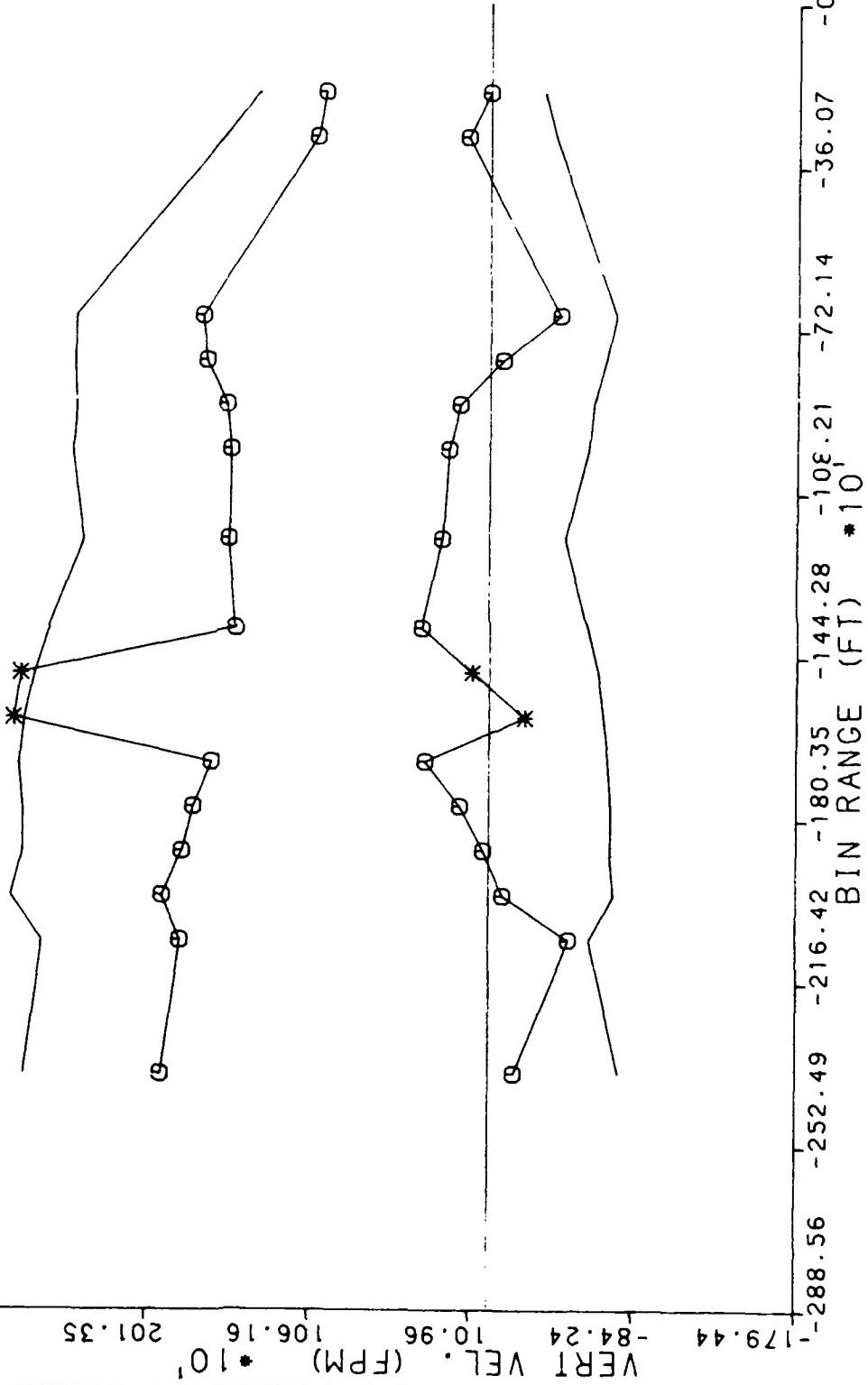
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

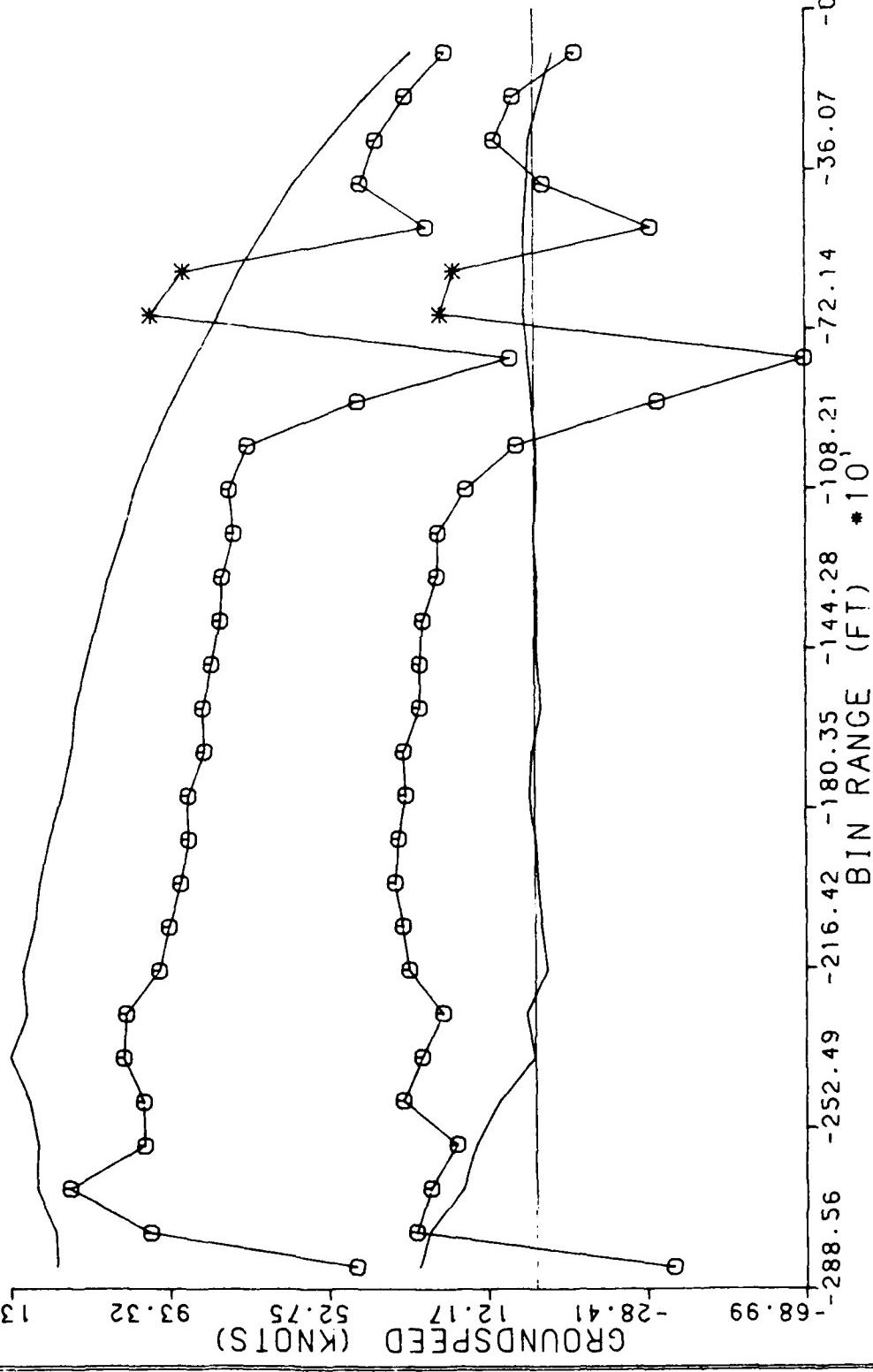
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08003

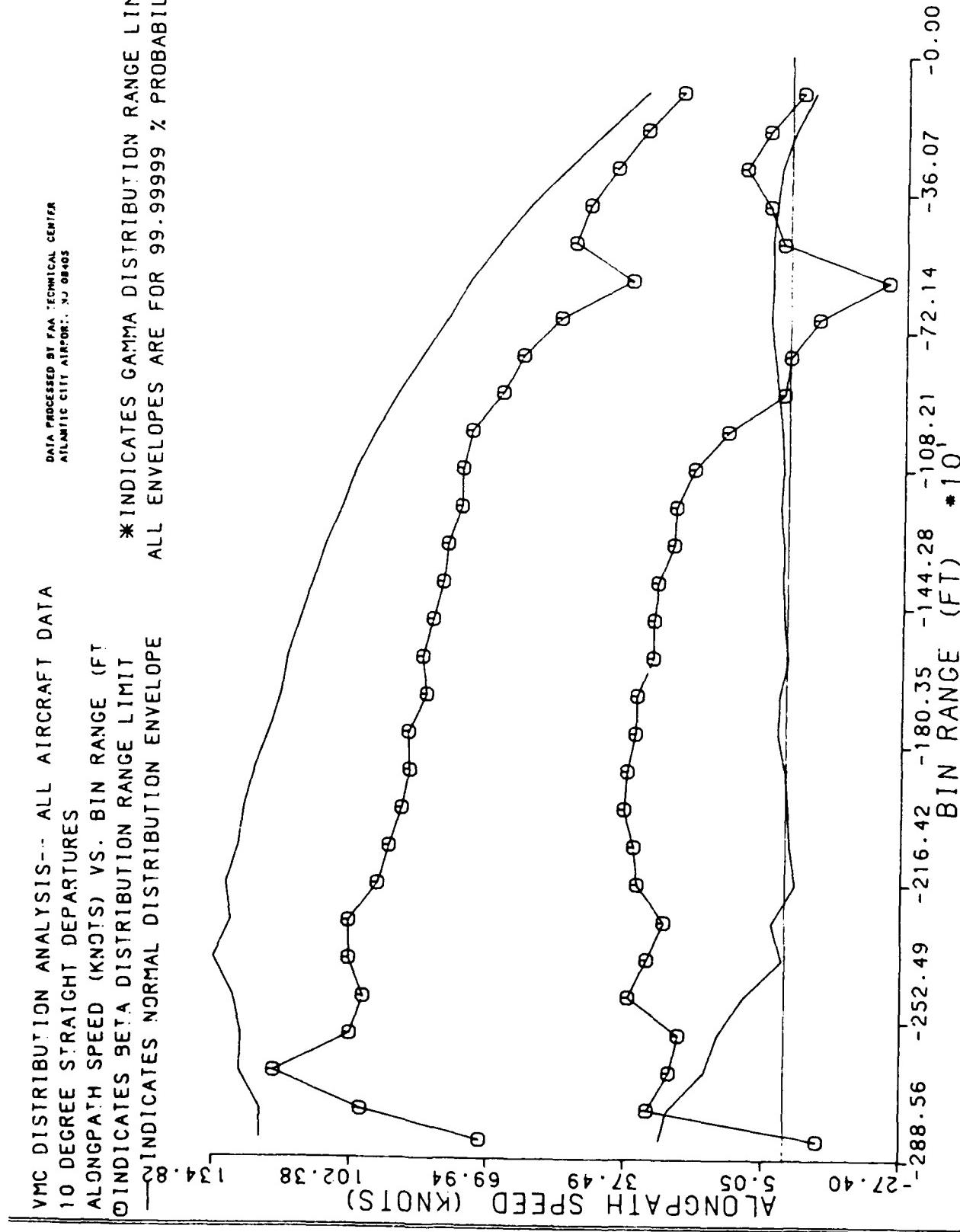
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

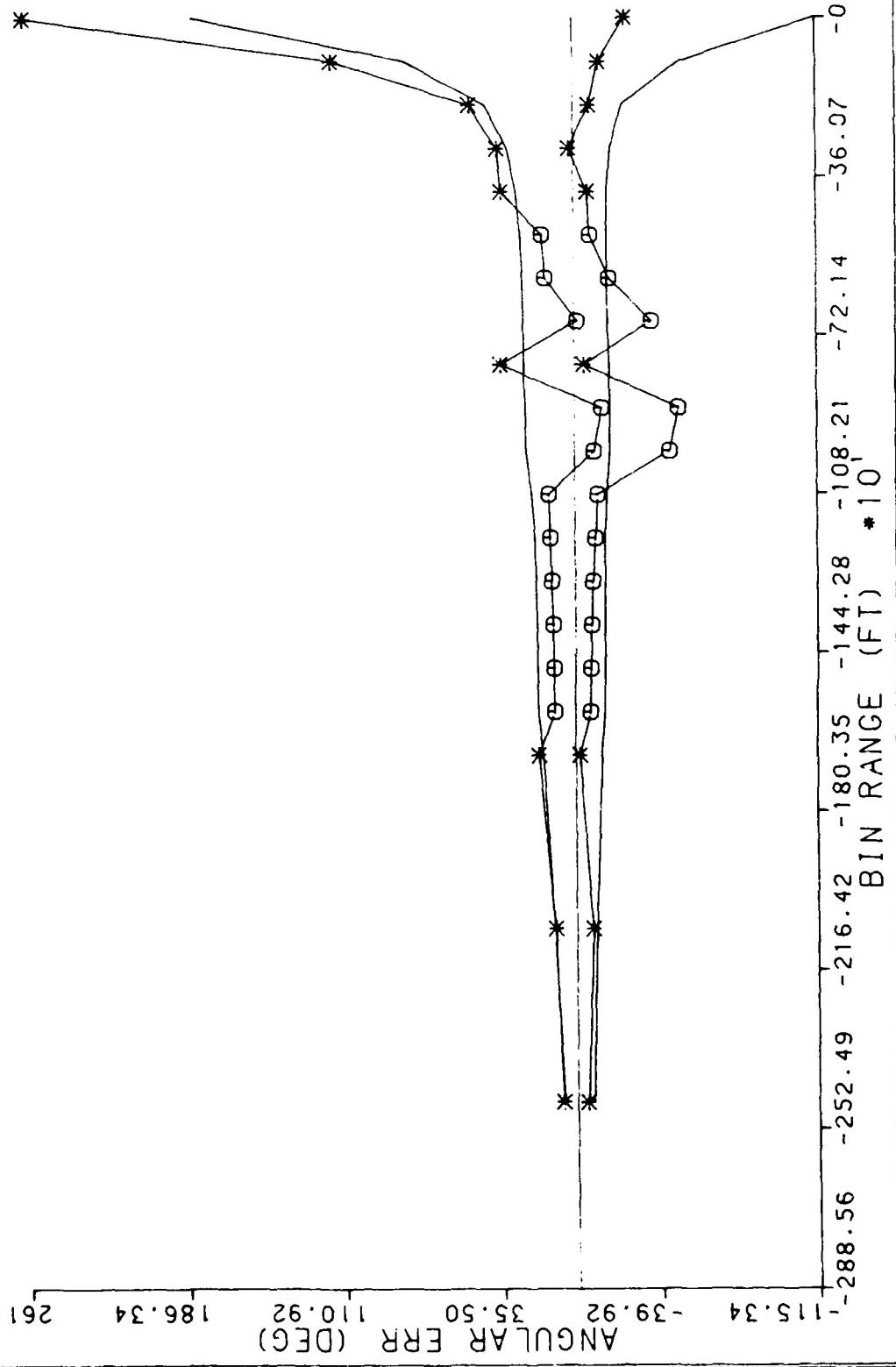
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT DEPARTURES  
ANGULAR ERROR (DEC) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08435

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

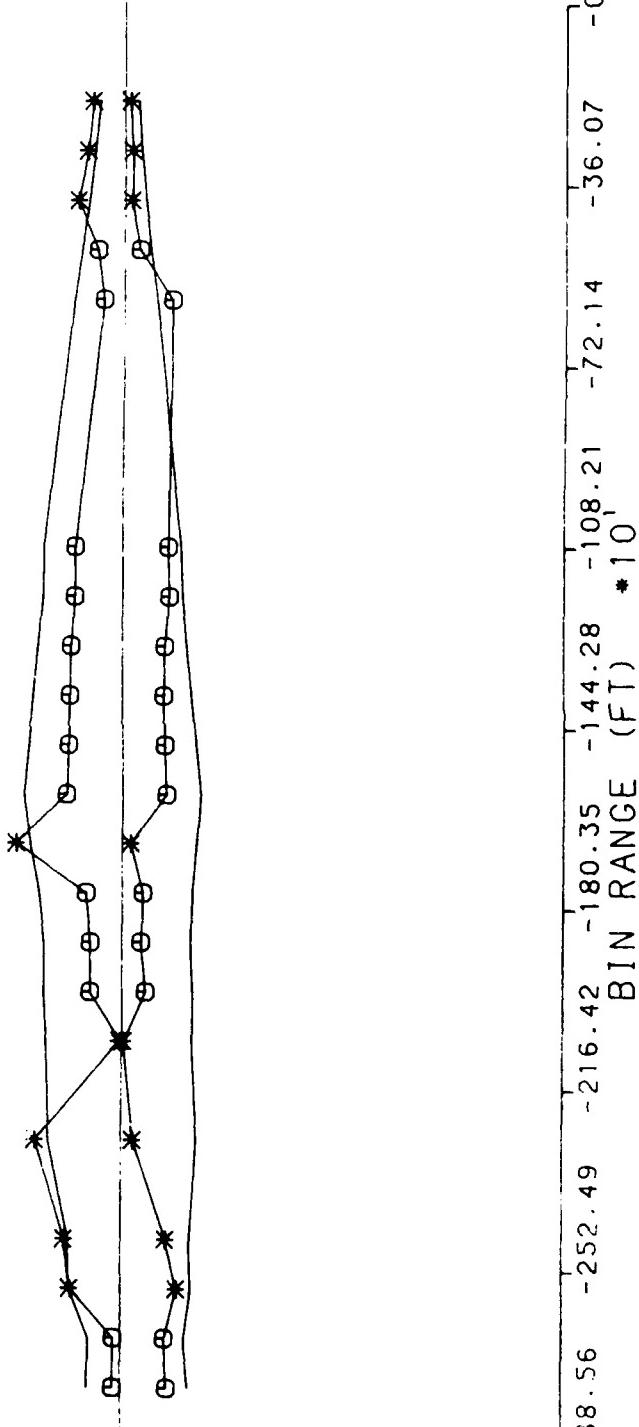


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE STRAIGHT DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

ALTITUDE ERROR (FT) \* 10<sup>-1</sup>  
 -217.34 -128.33 -39.31 49.70 138.72 227.73



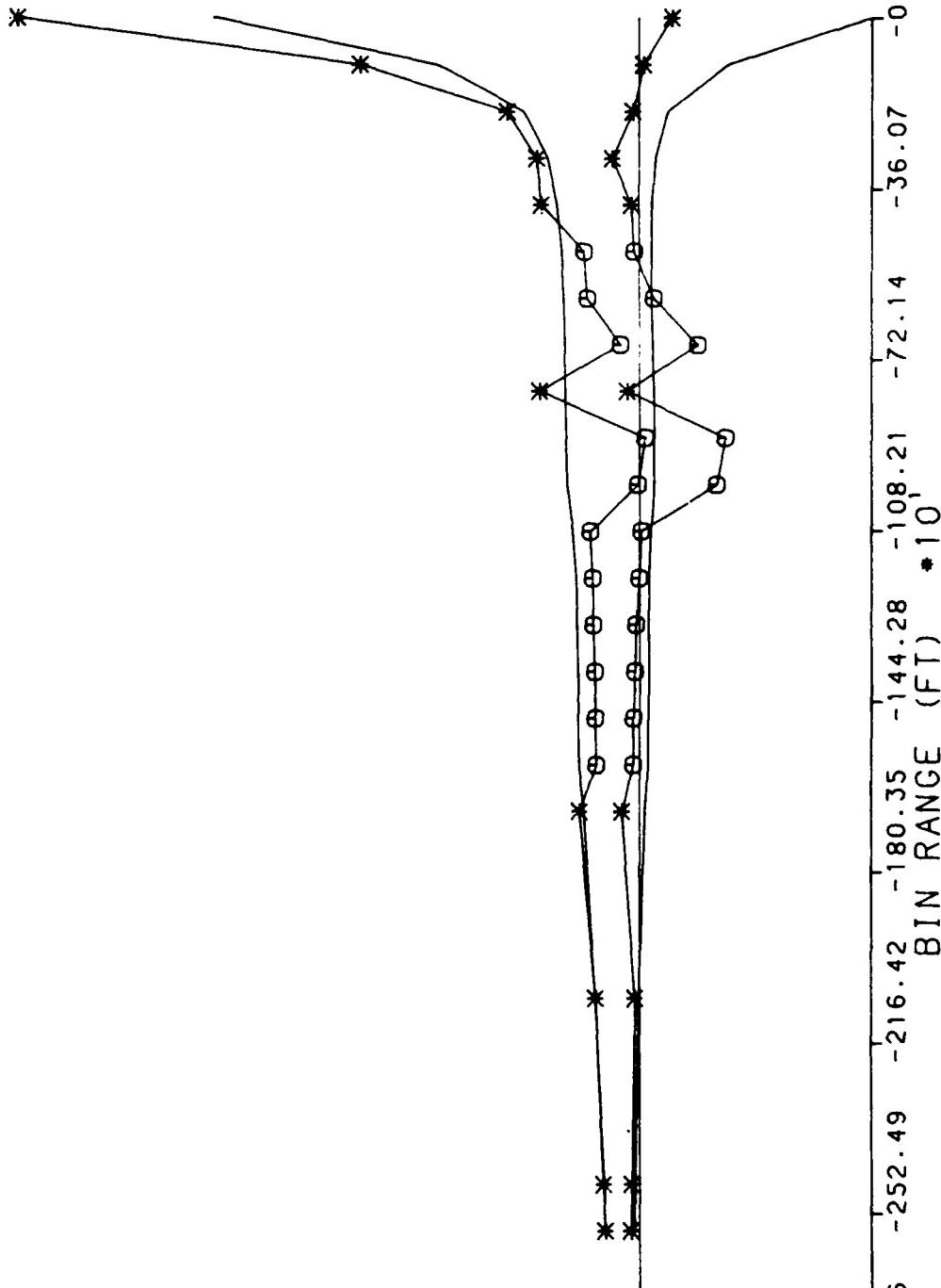
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BIN RANGE (FT)								

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE STRAIGHT DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08403

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

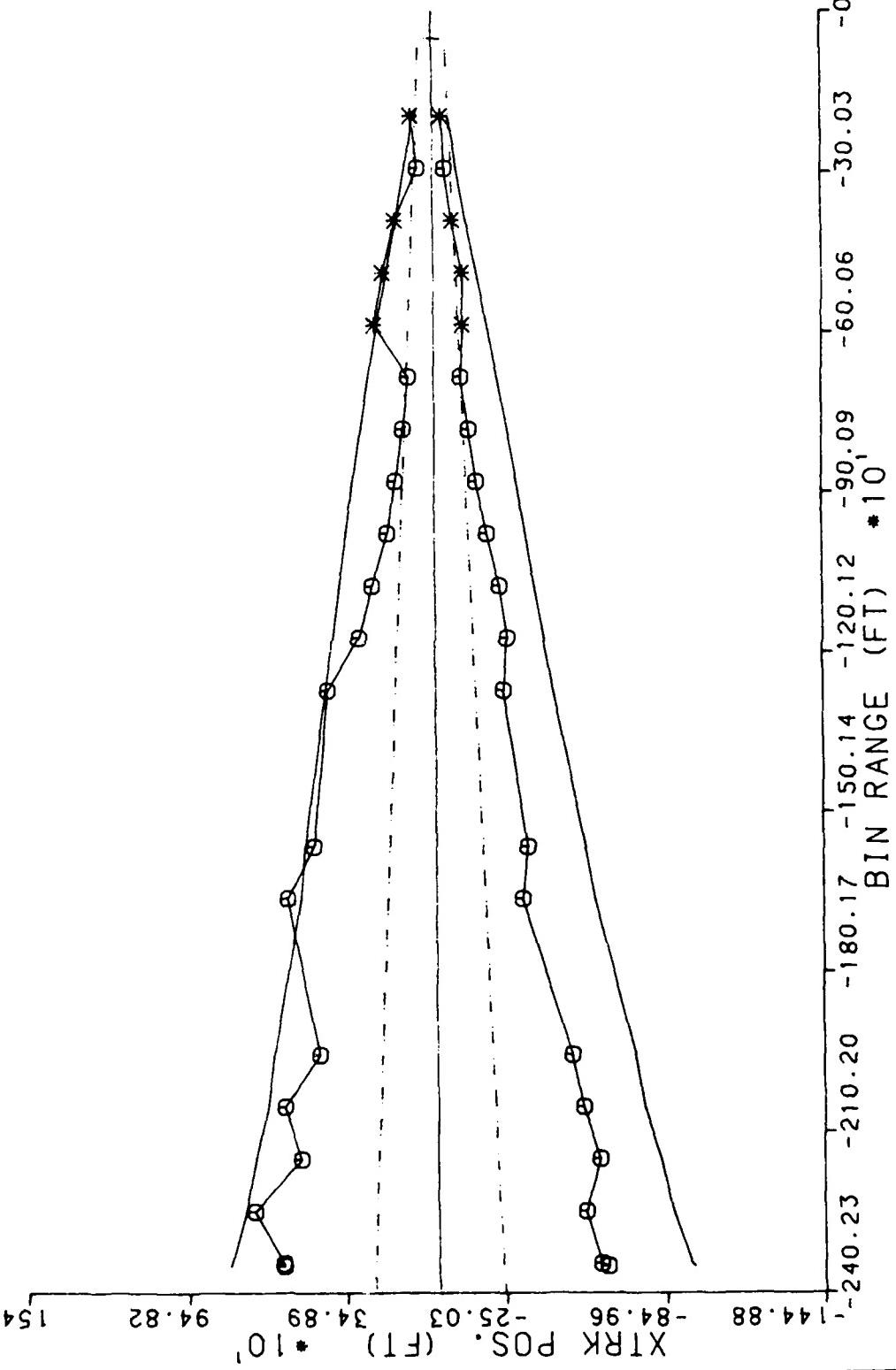
-105.07 -288.56 -252.49 -216.42 -180.35 -144.28 -108.21 -72.14 -36.07 -0.00  
ANGULAR POS. (DEG) 279.55 202.55 125.65 48.16 105.07



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE STRAIGHT DEPARTURES  
CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

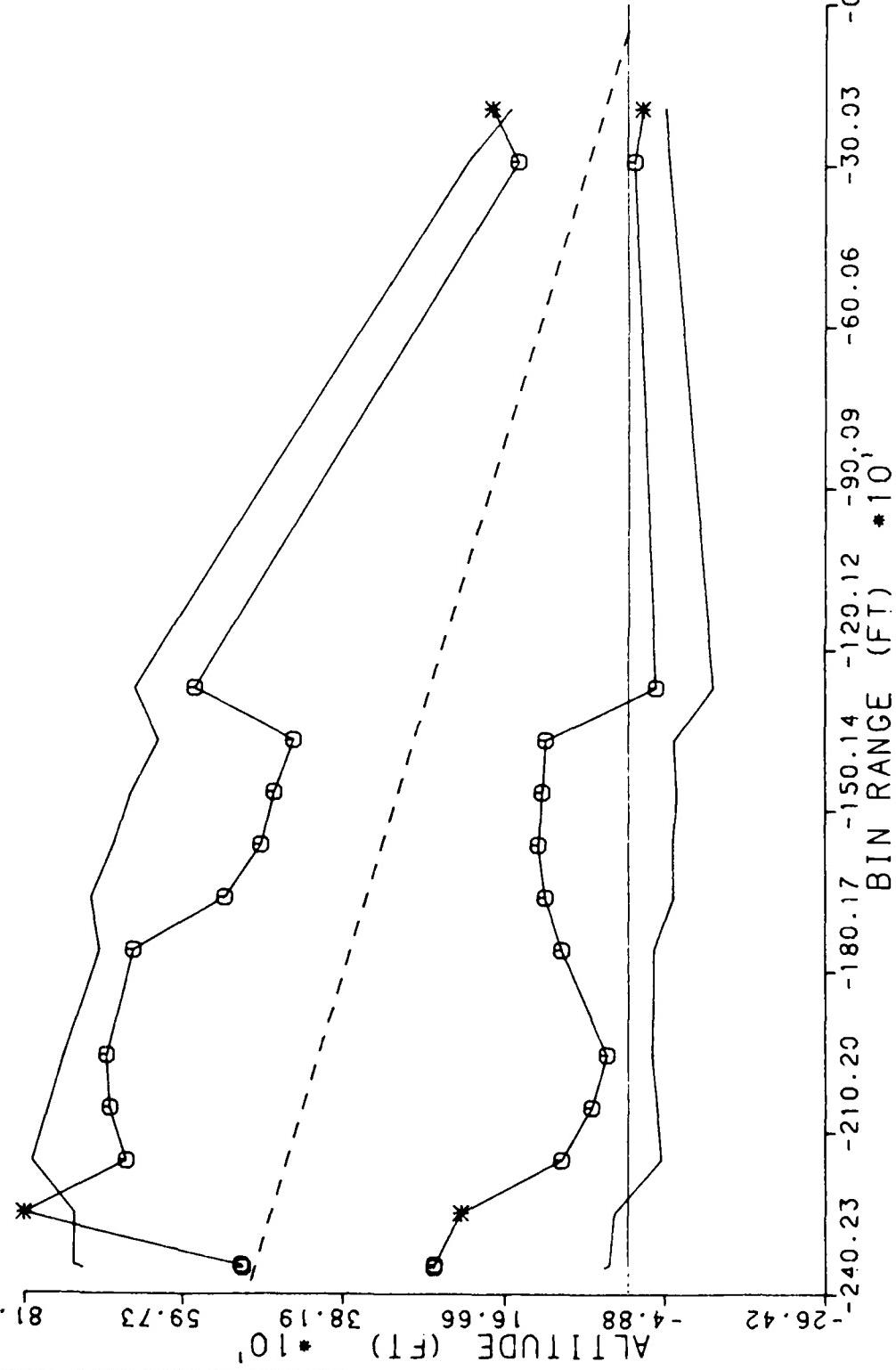
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08335



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE STRAIGHT DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

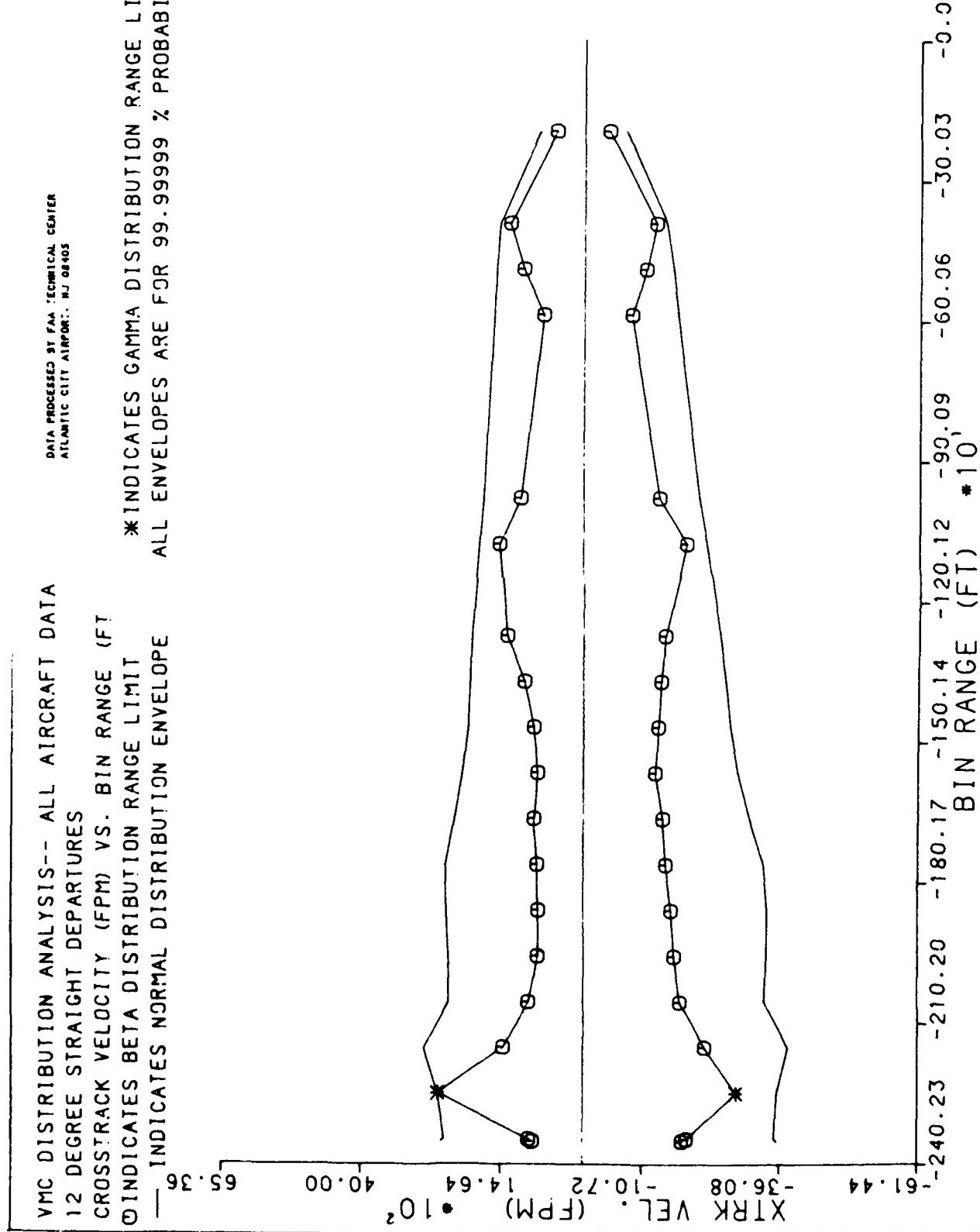
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 12 DEGREE STRAIGHT DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

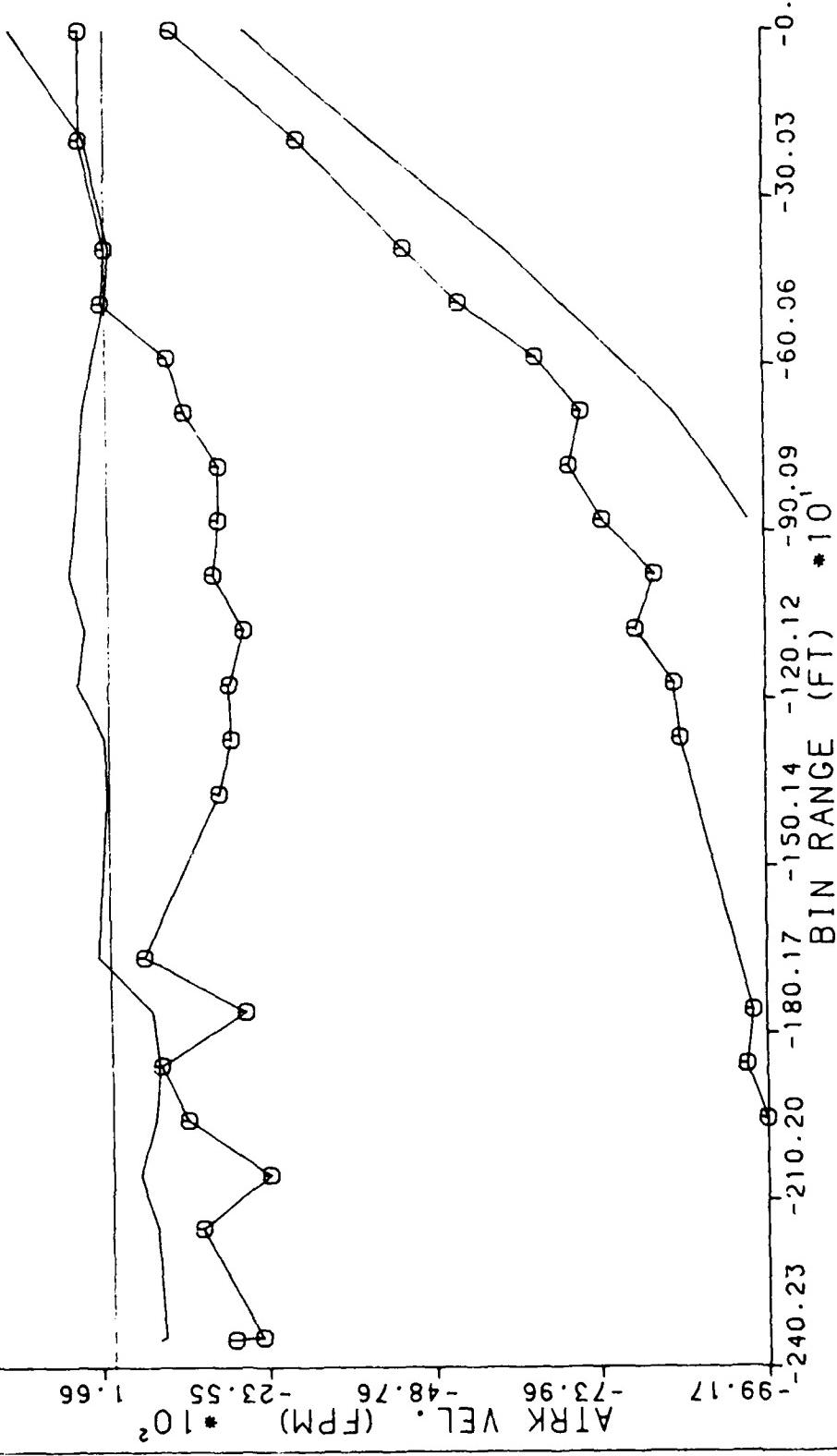
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE STRAIGHT DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
\*INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

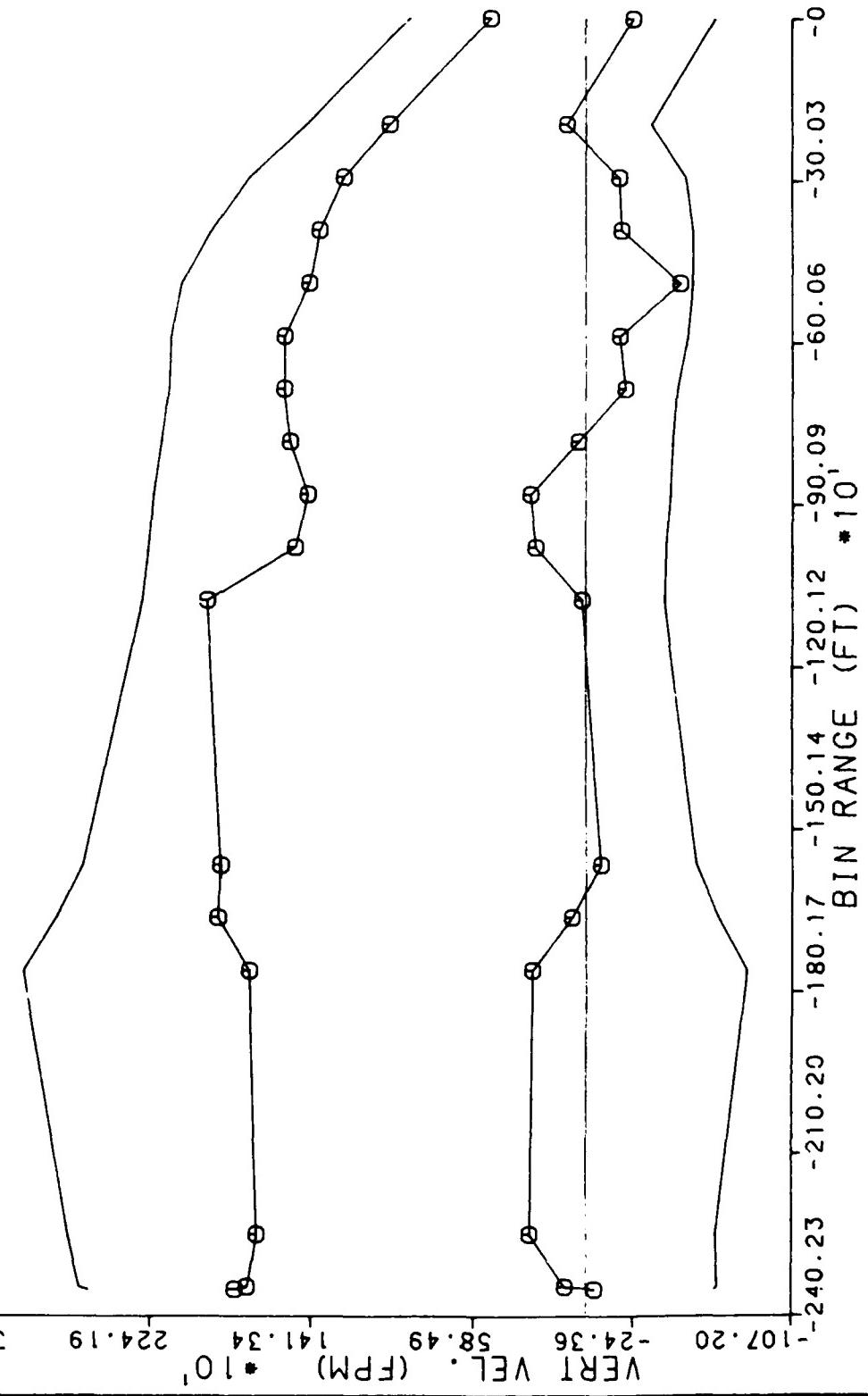


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE STRAIGHT DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)

\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
O INDICATES NORMAL DISTRIBUTION ENVELOPE  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

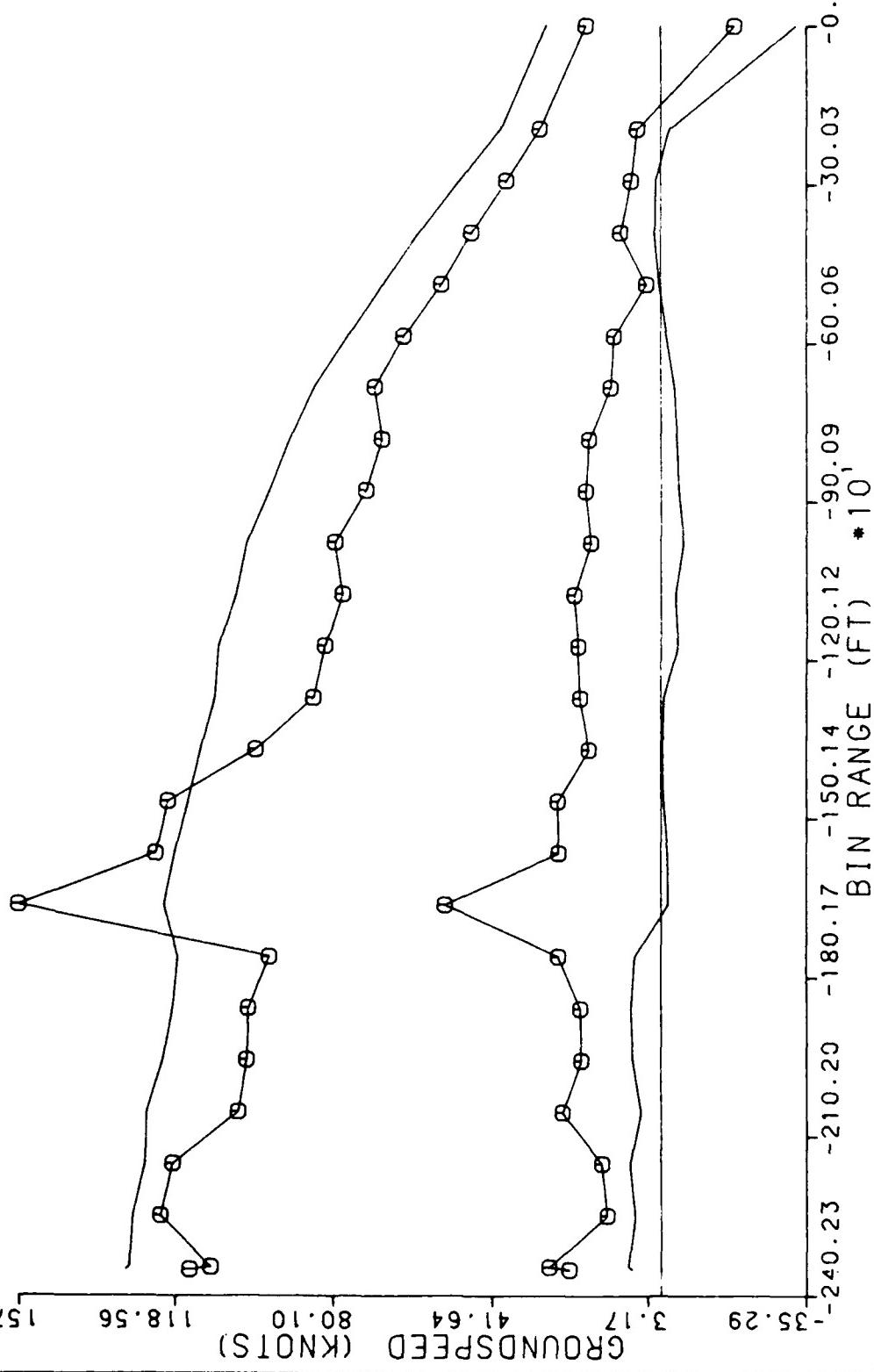
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE STRAIGHT DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
□ INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

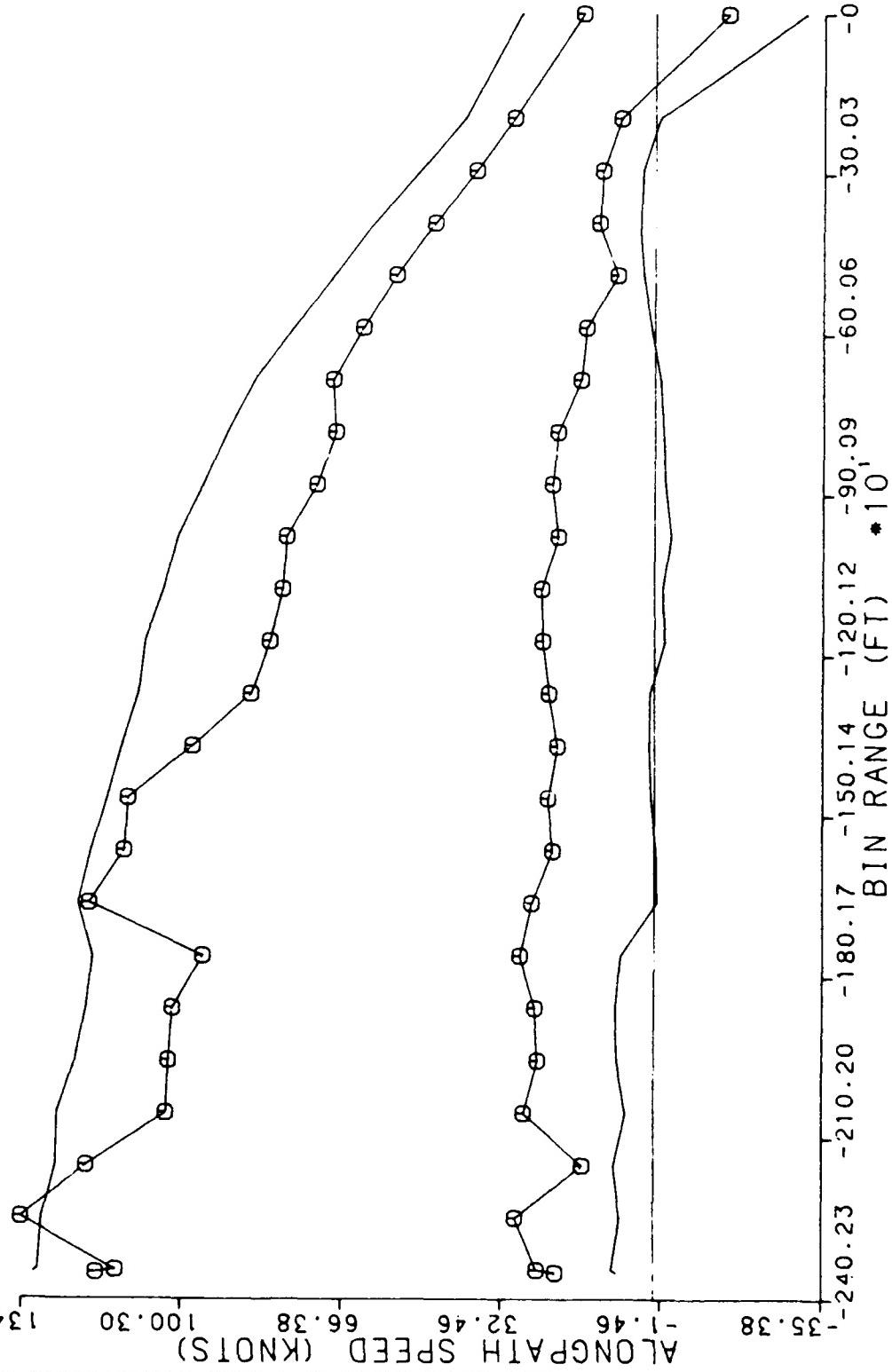
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 12 DEGREE STRAIGHT DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 Ø INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

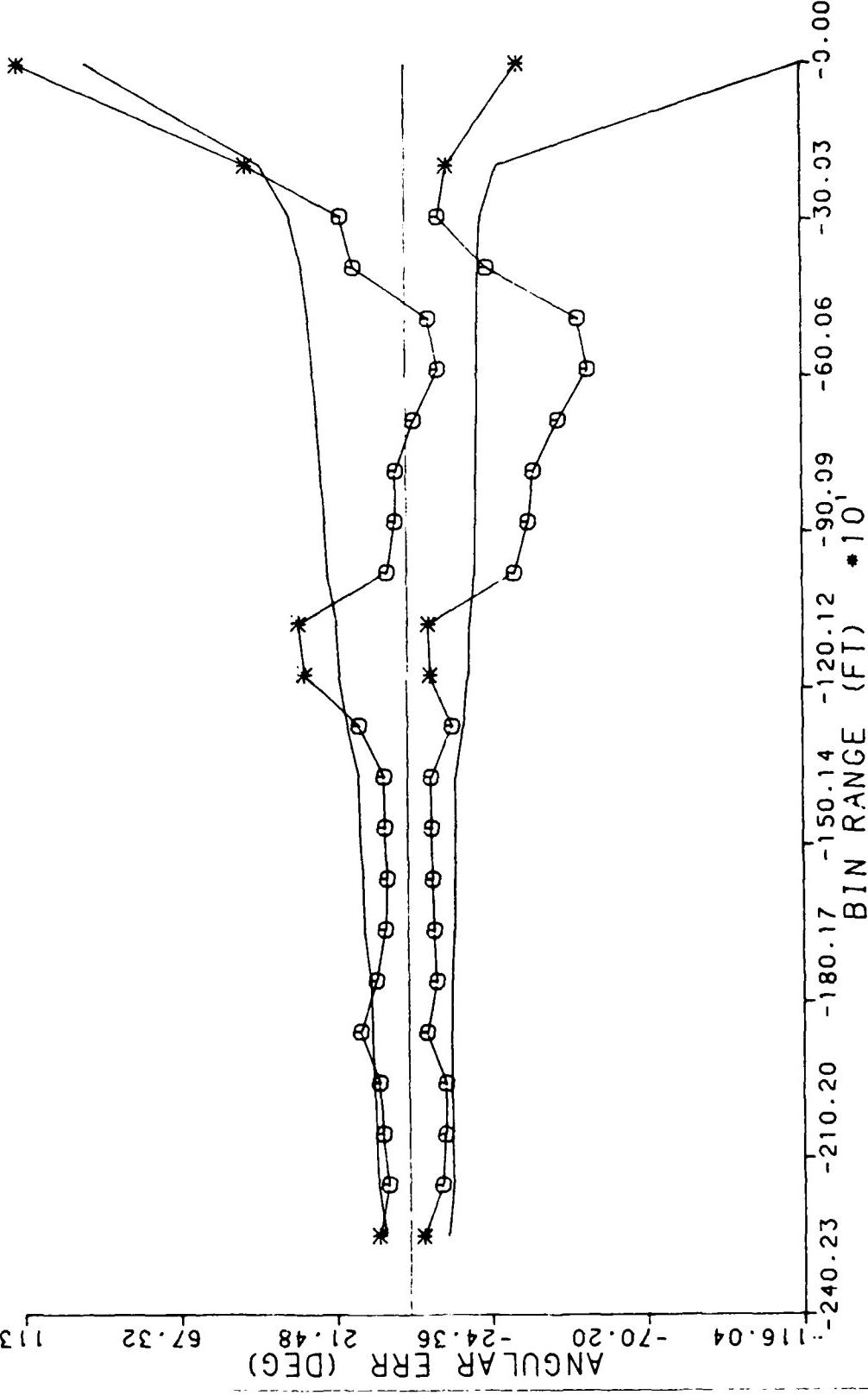
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999% PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE STRAIGHT DEPARTURES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

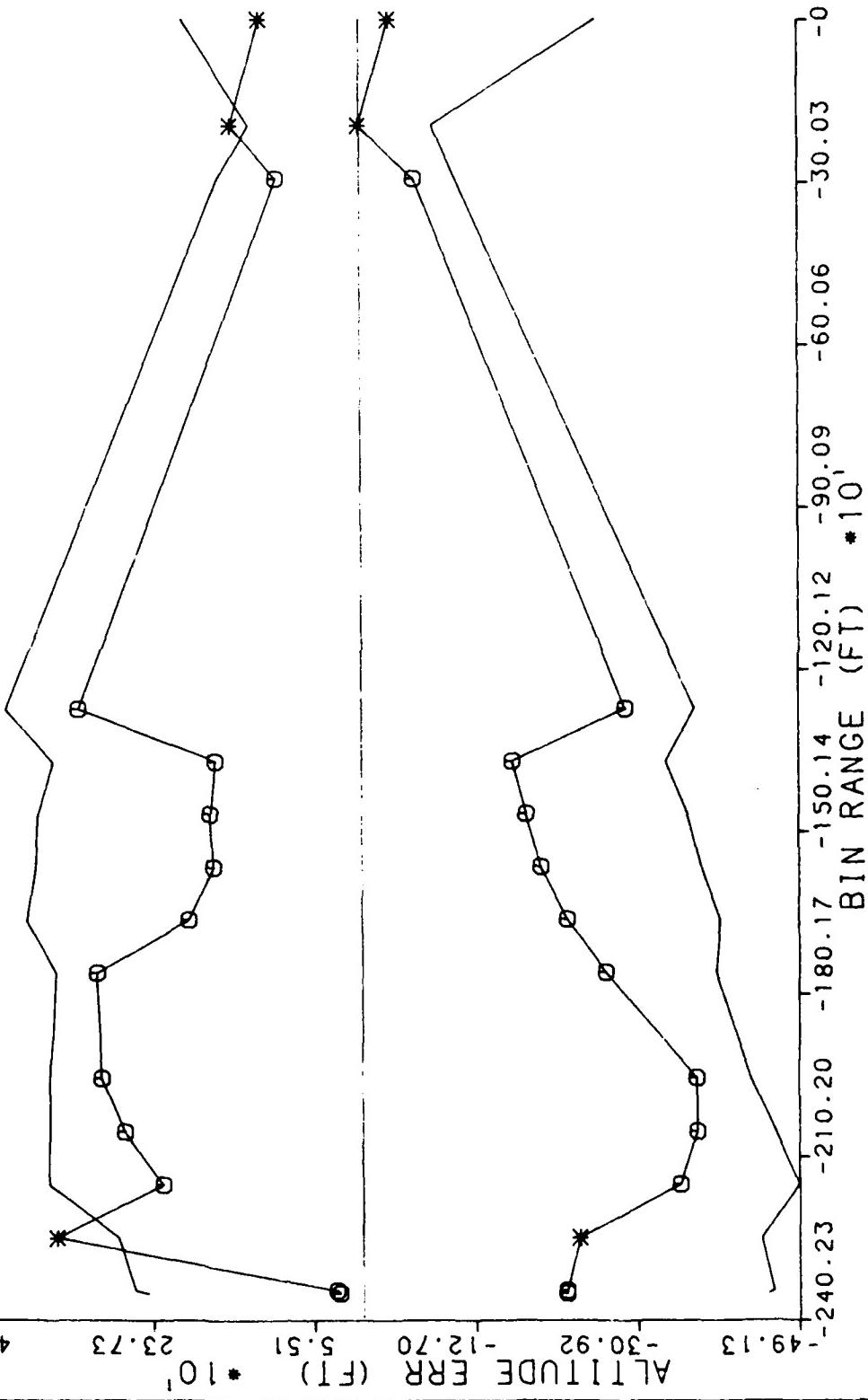
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 12 DEGREE STRAIGHT DEPARTURES  
 ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
 (\*) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 (—) INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

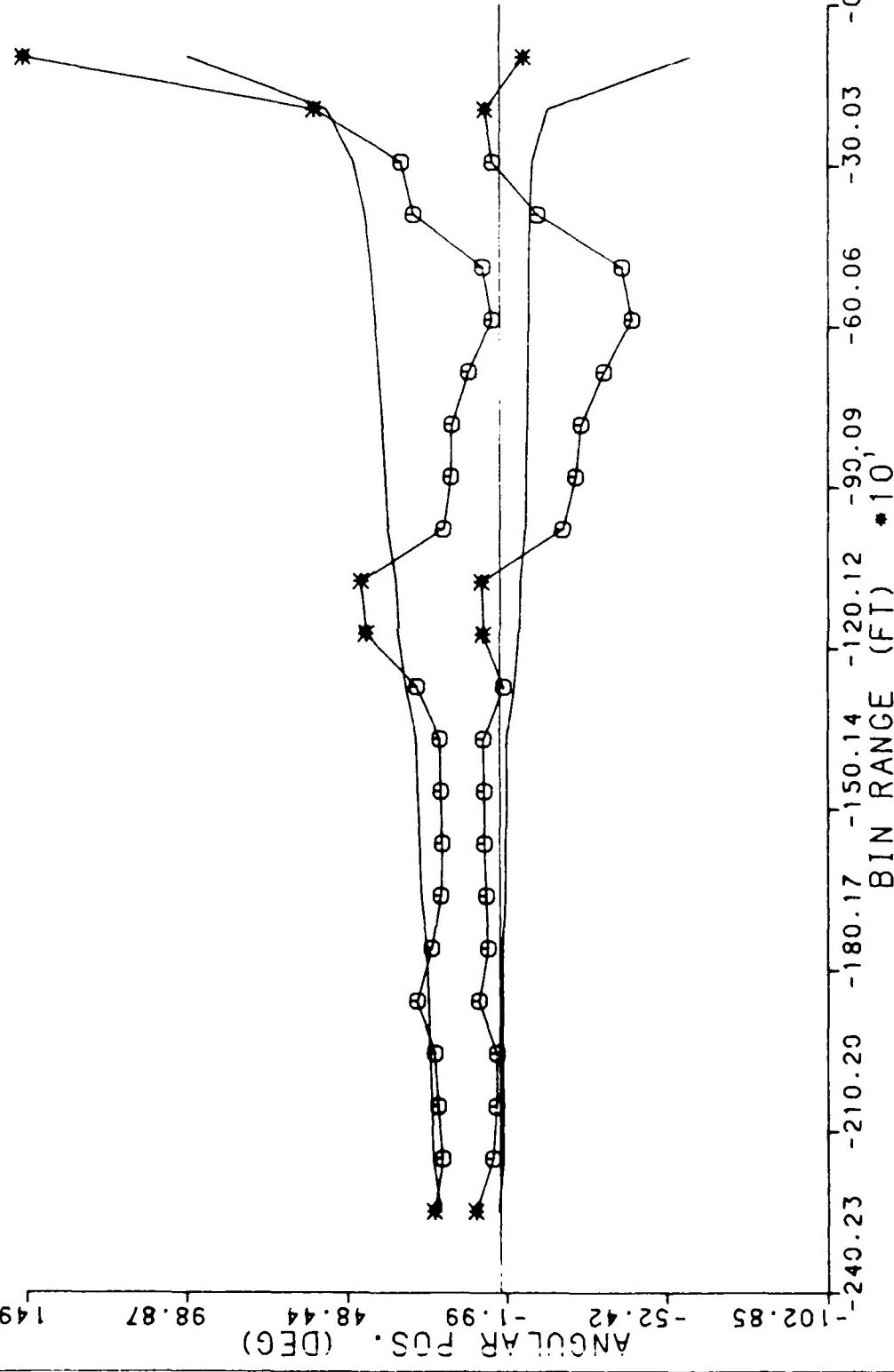
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE STRAIGHT DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
○ INDICATES NORMAL DISTRIBUTION ENVELOPE

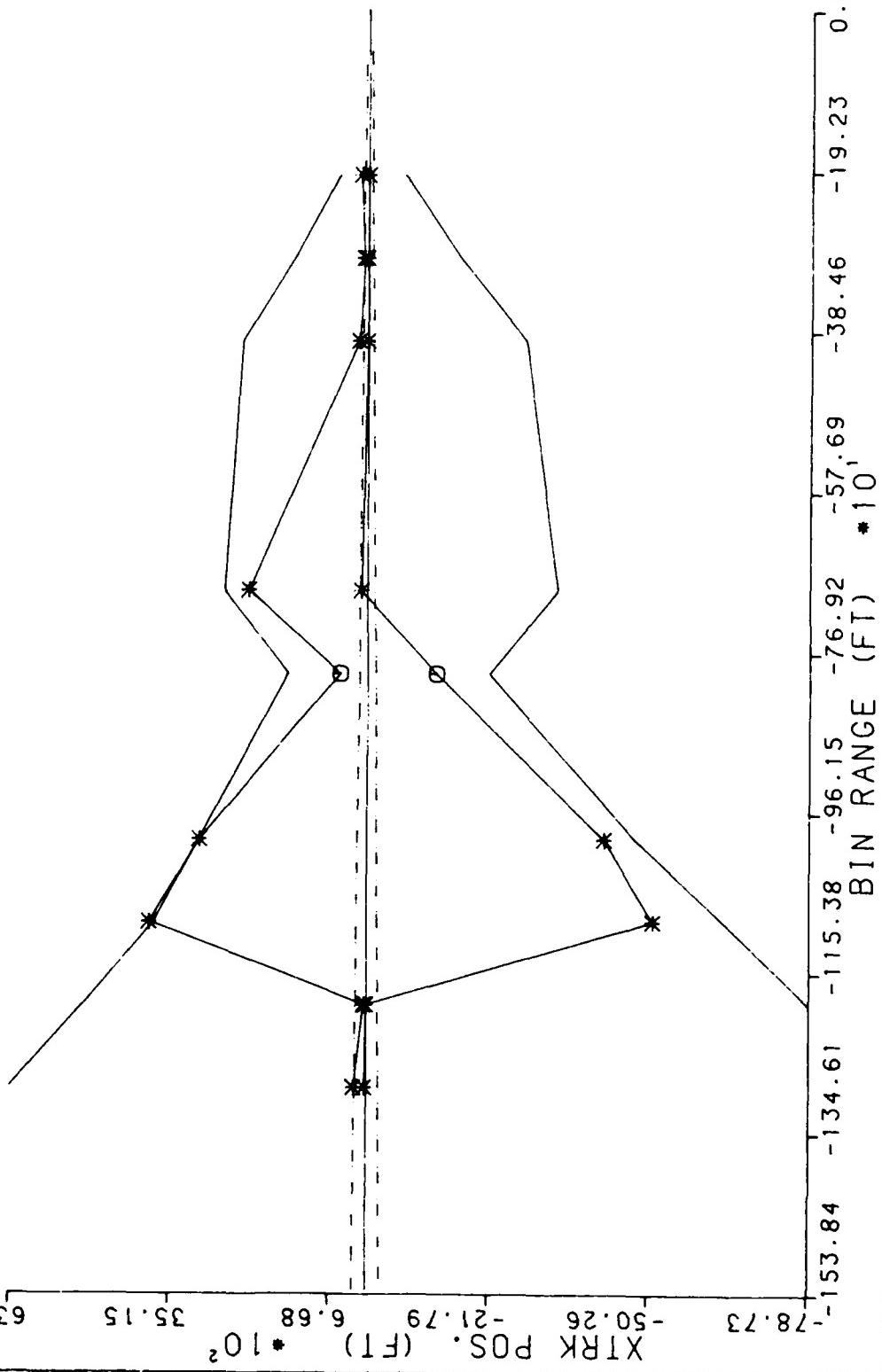
DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

■ INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

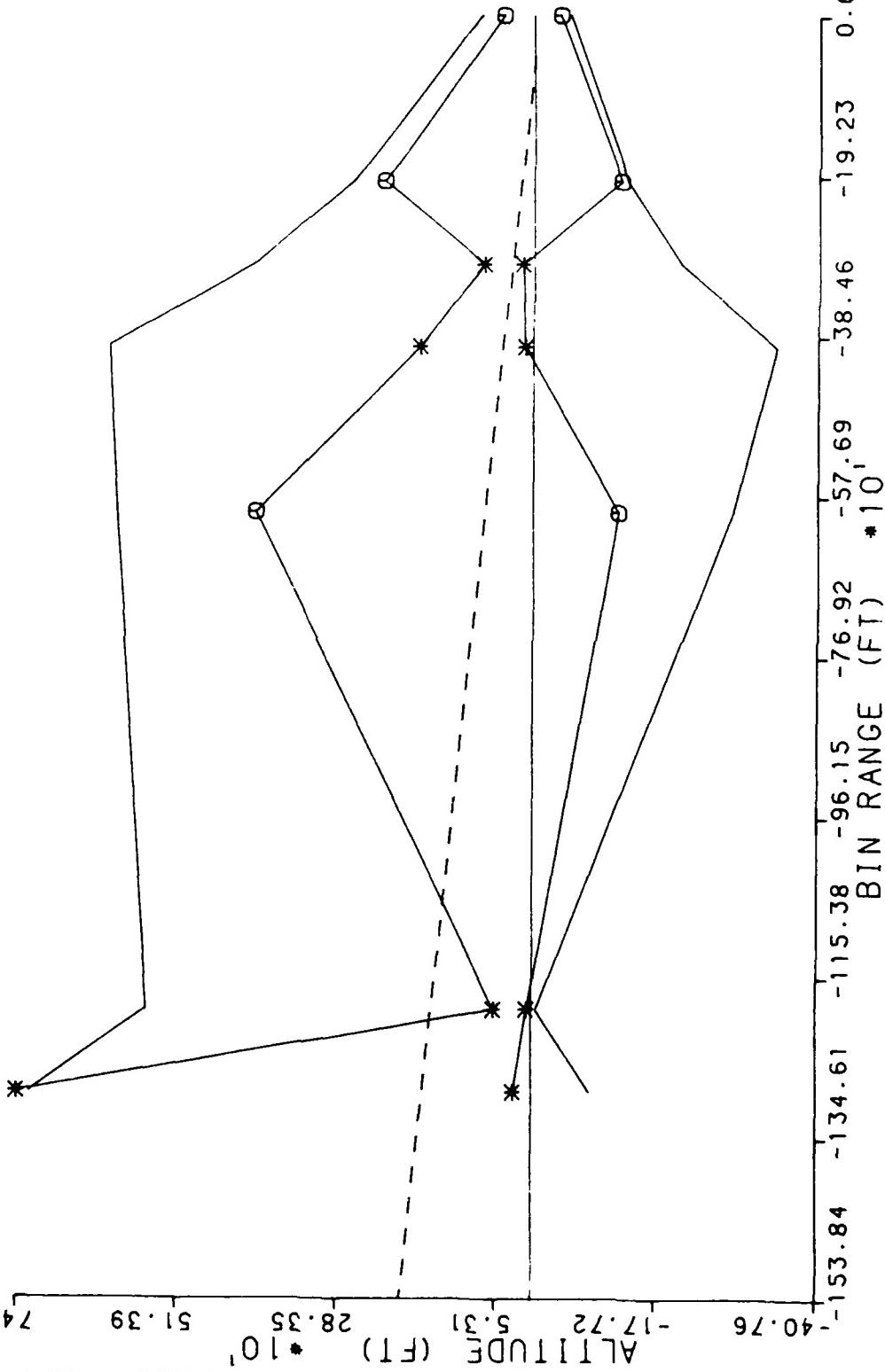
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08805



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

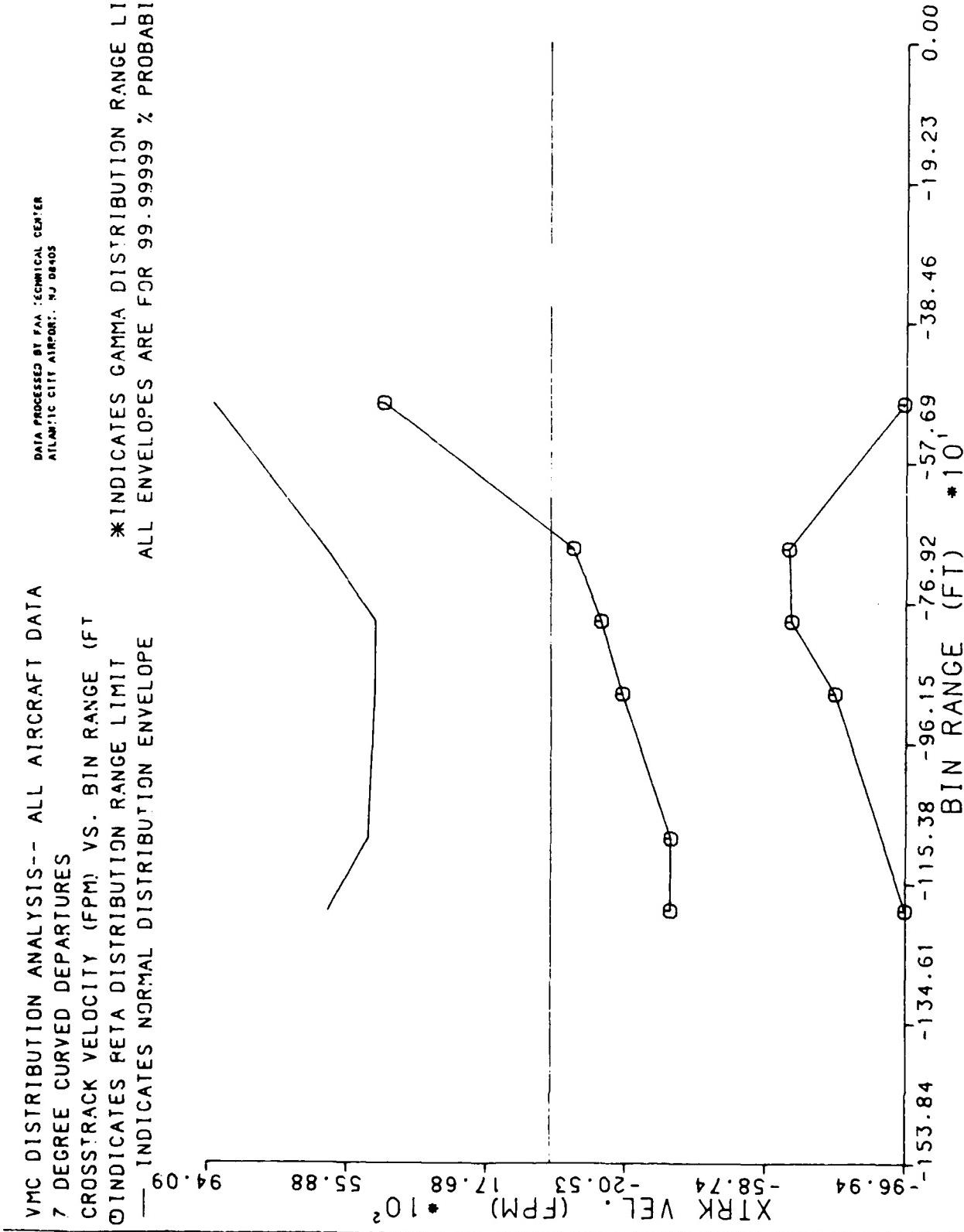
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE CURVED DEPARTURES  
 CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 O INDICATES PETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

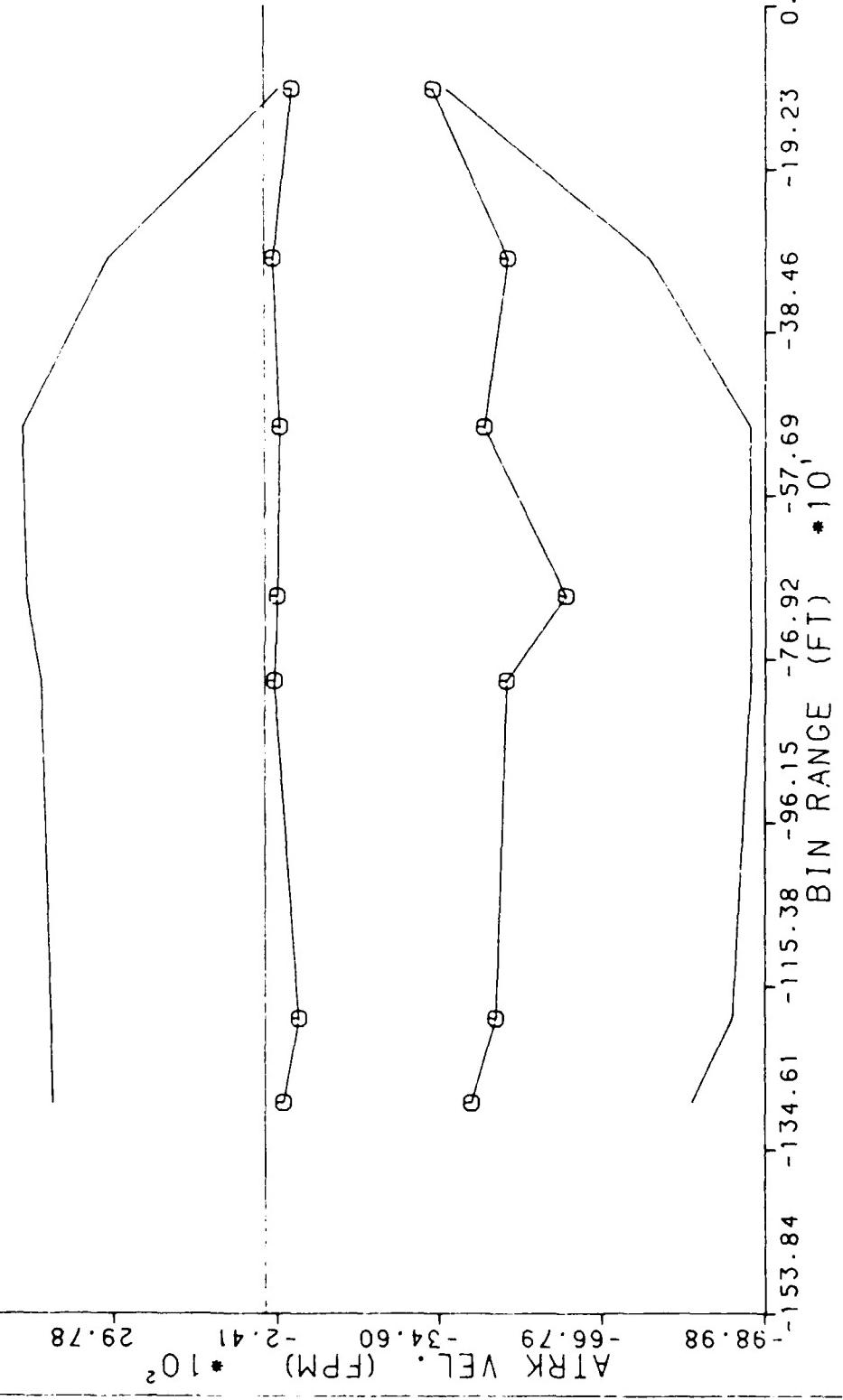
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE CURVED DEPARTURES  
 ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
 \* INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08325

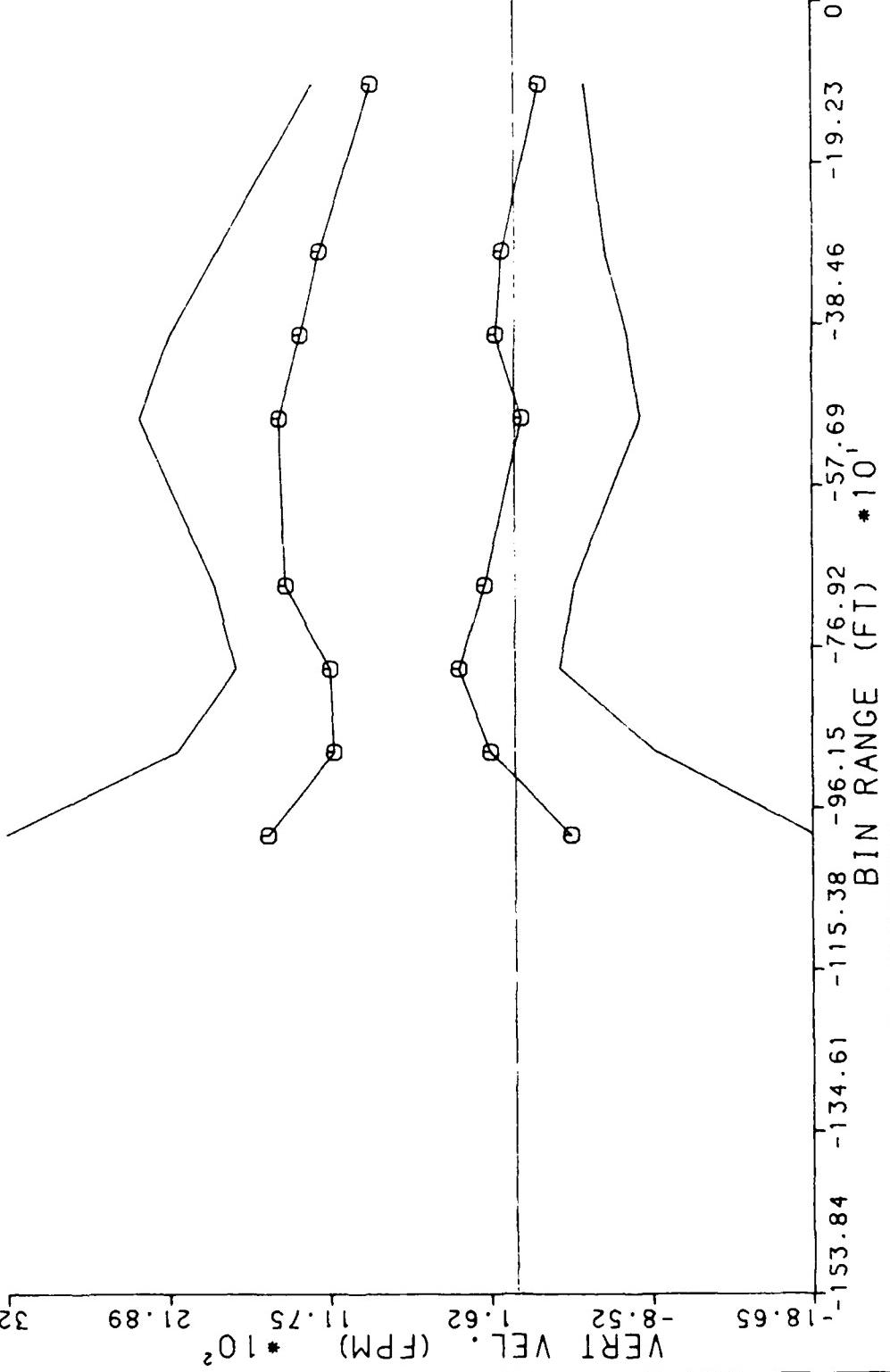
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08005

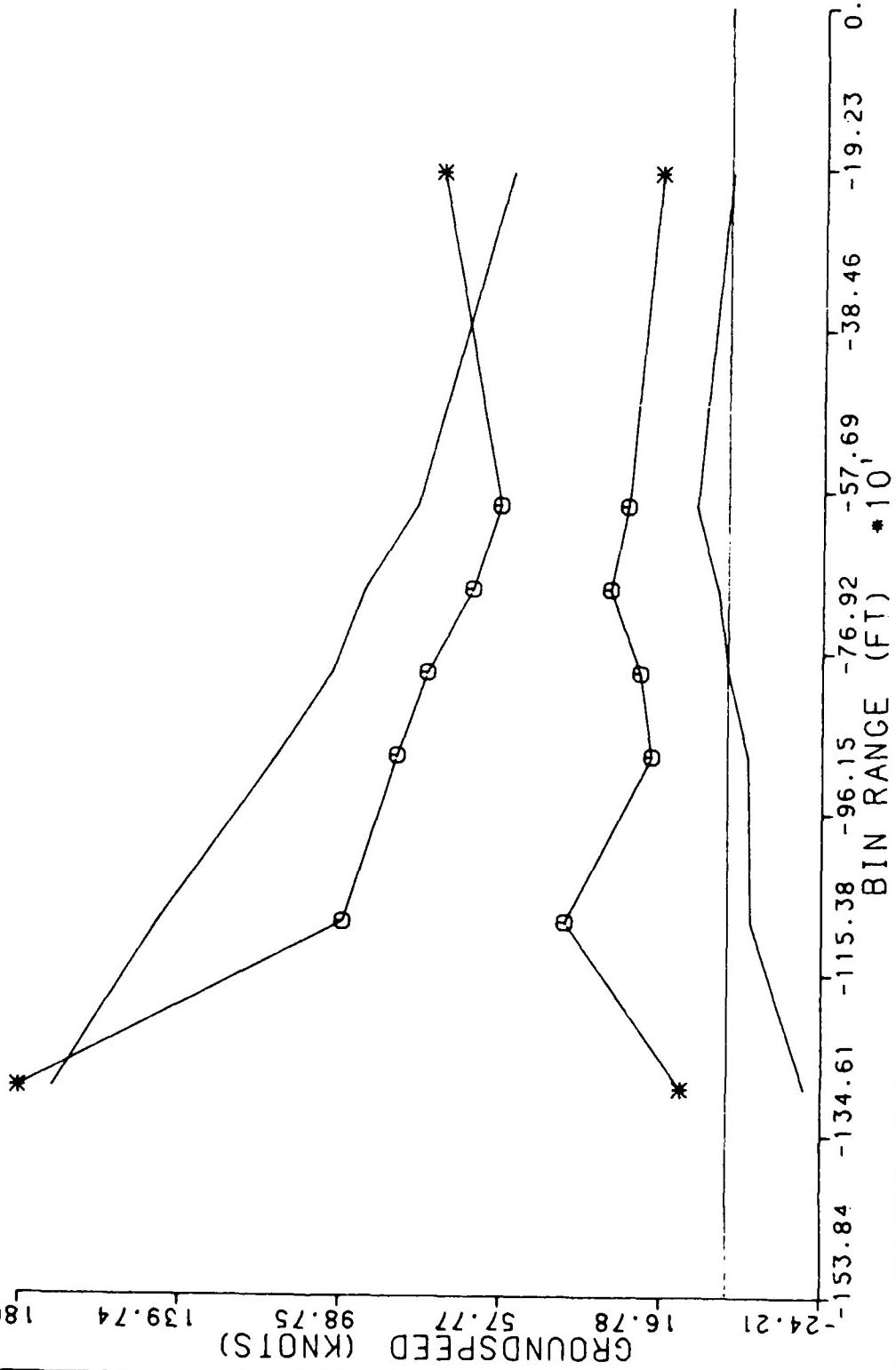
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE CURVED DEPARTURES  
 GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

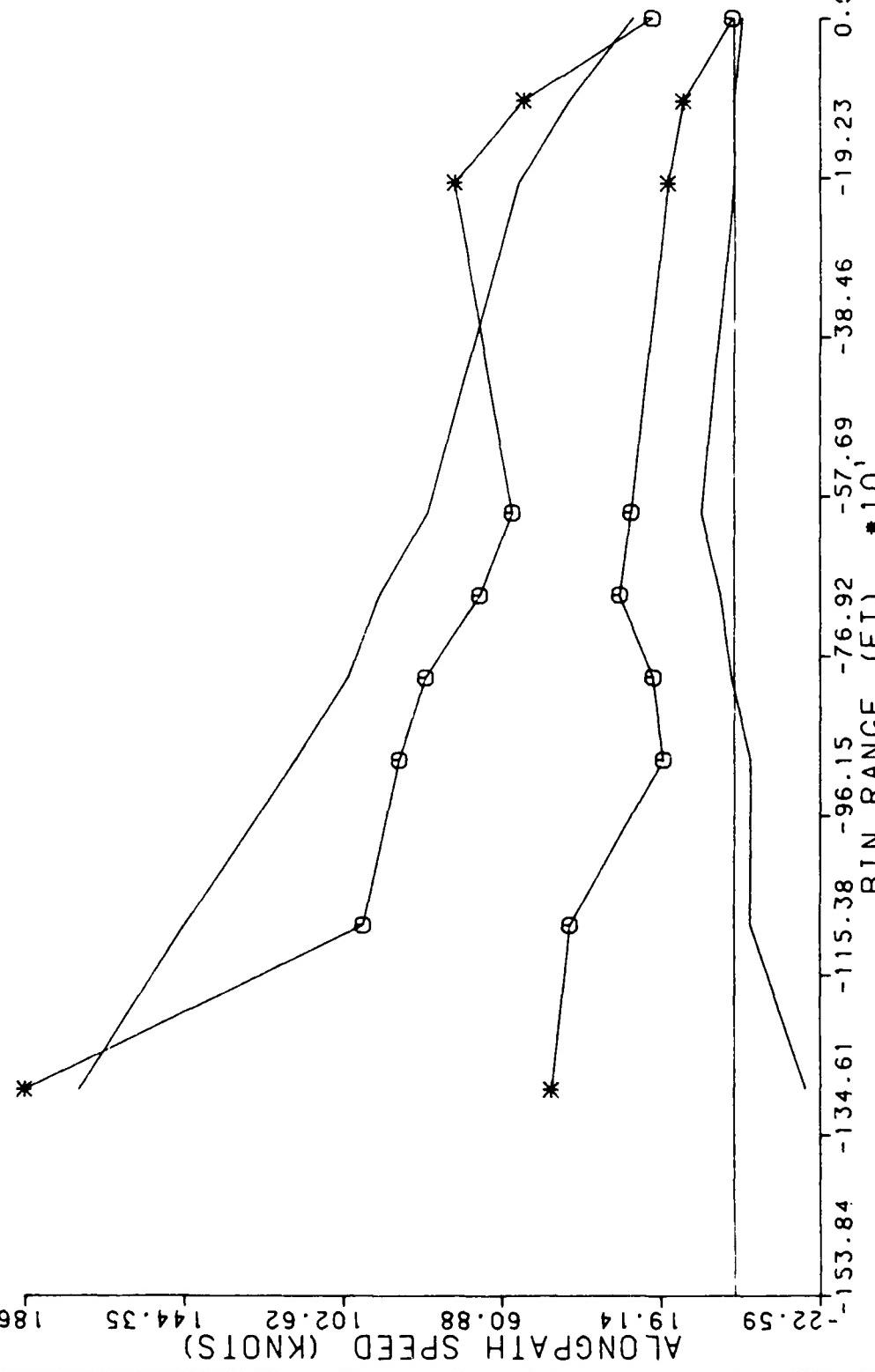
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 7 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 -6 INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

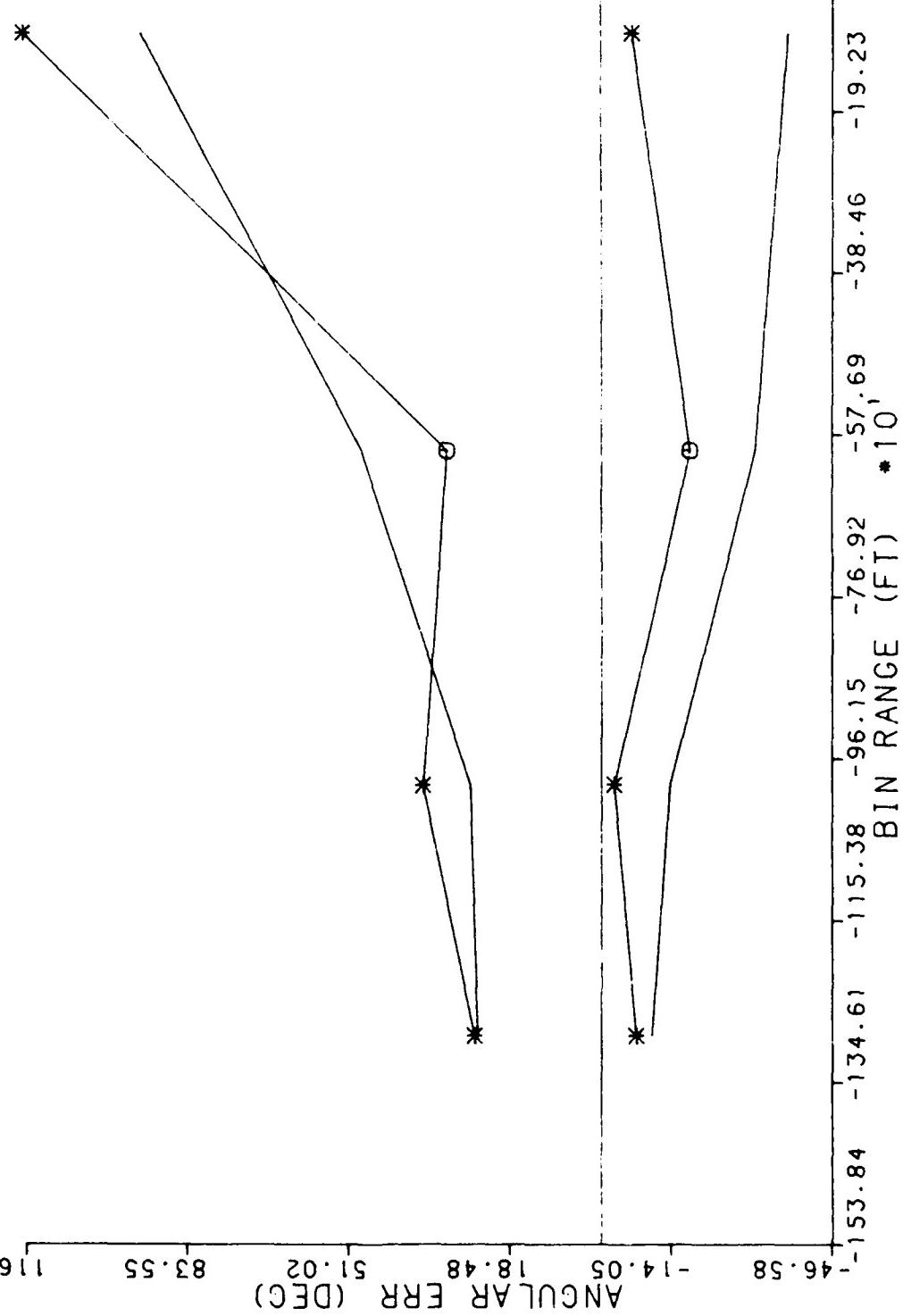
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED DEPARTURES  
ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

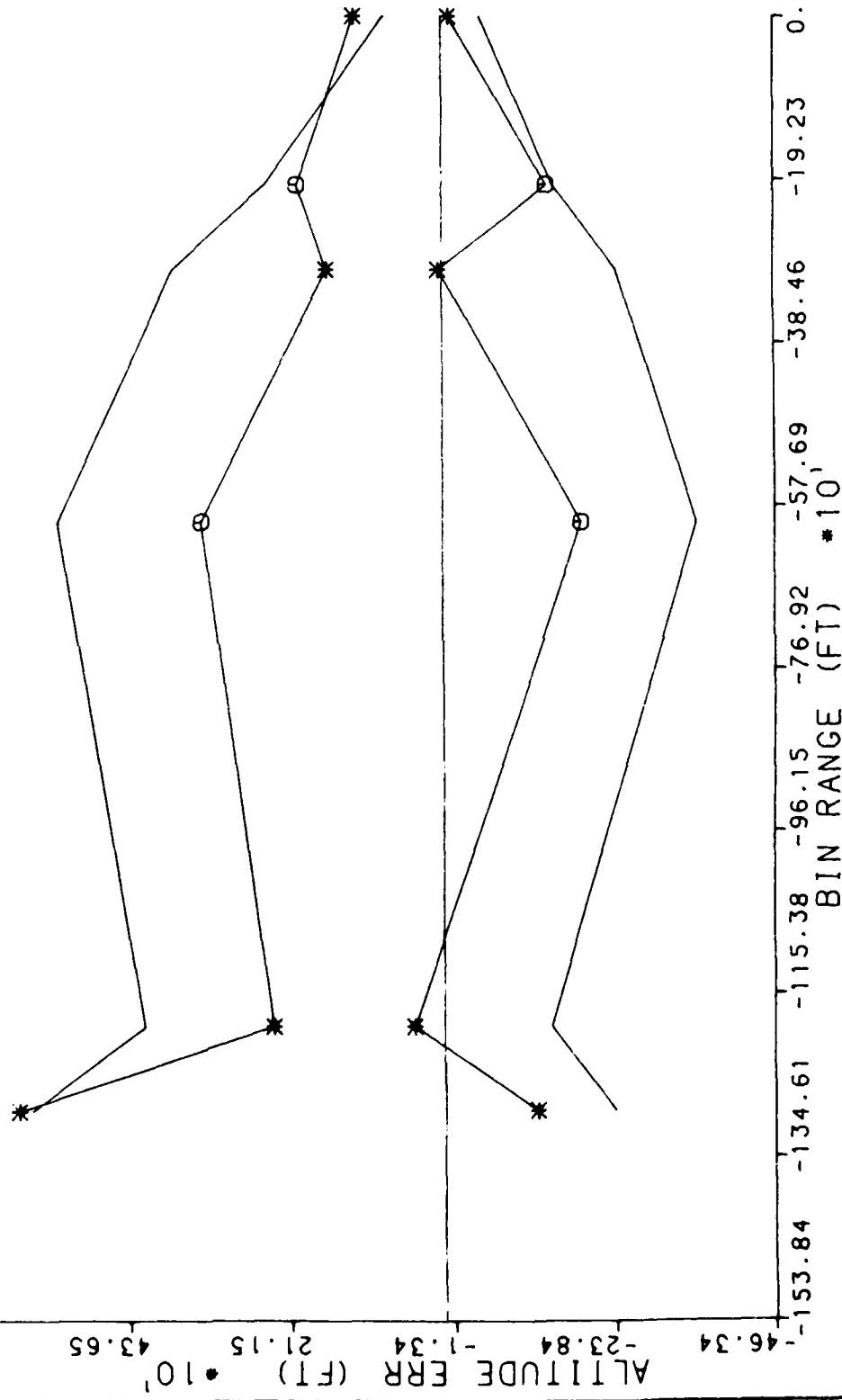
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAIR TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303

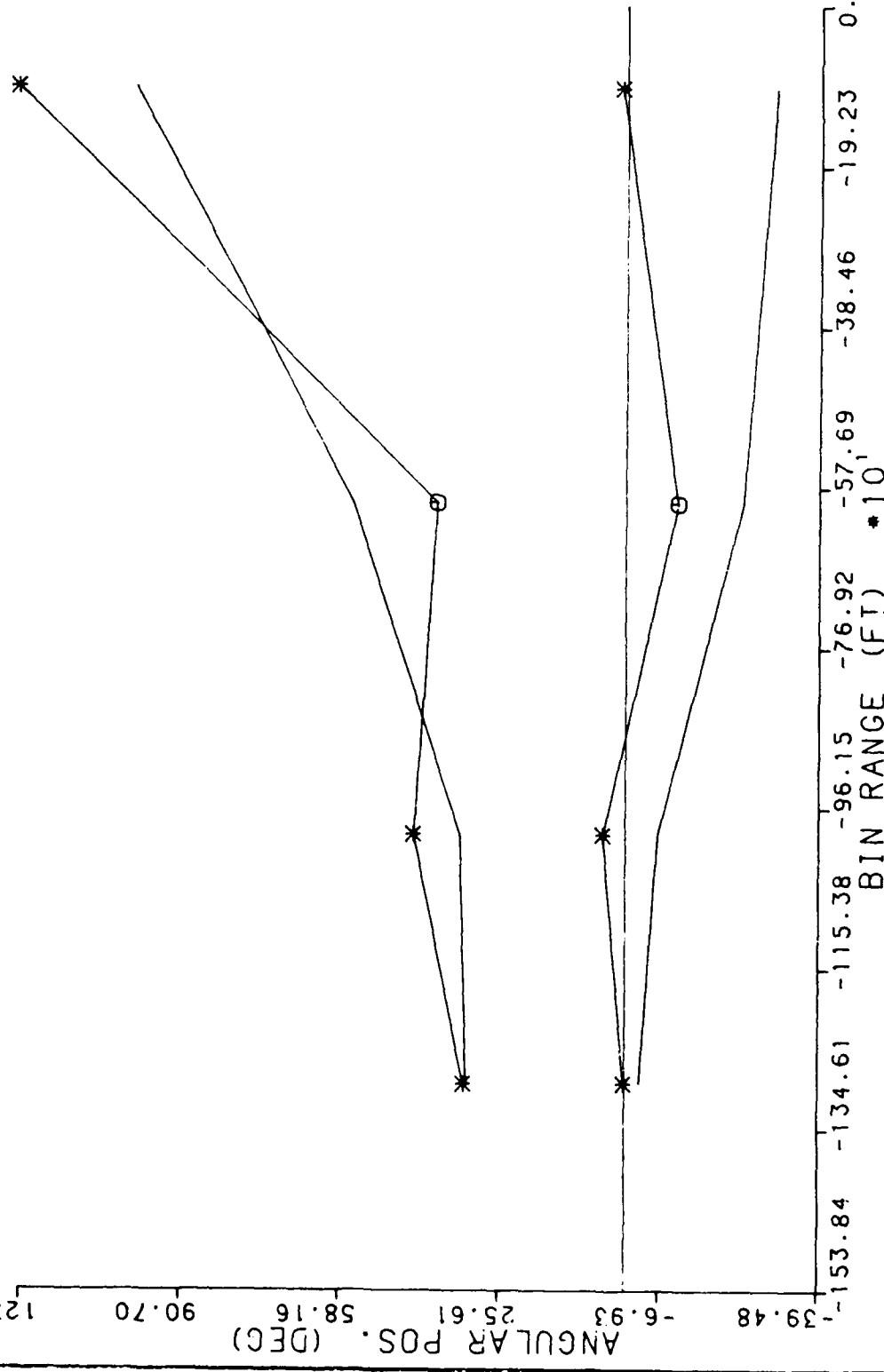
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
7 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
Φ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

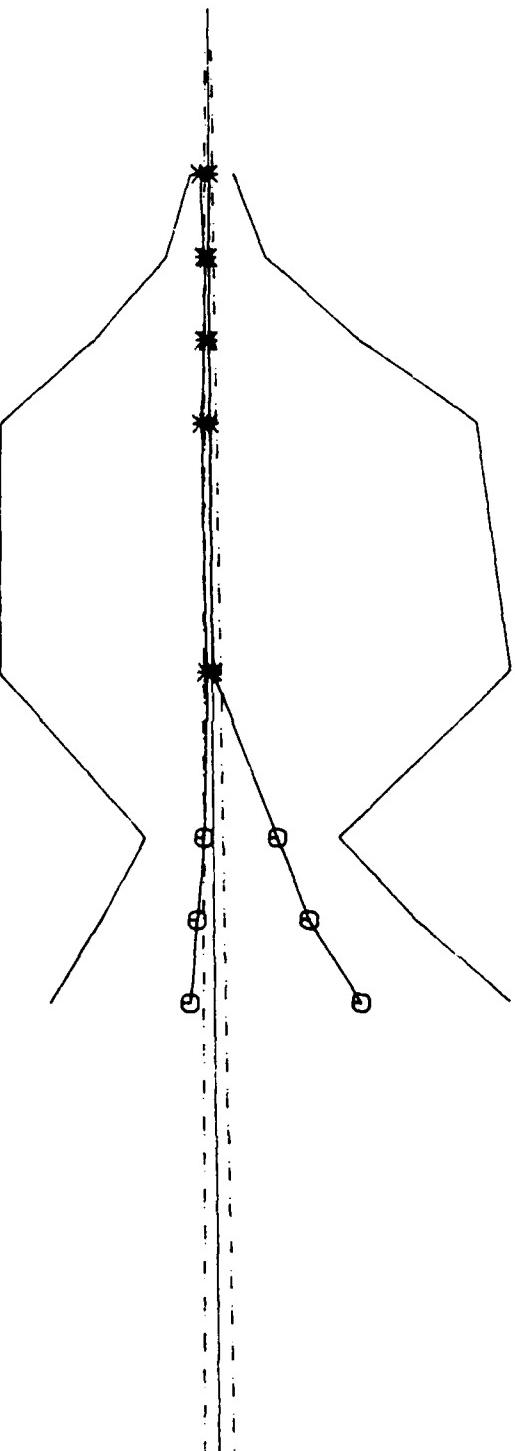


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) --- INDICATES FAA APPROACH SURFACE  
 @ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 - INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

DATA PROCESSED BY FAN TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ 08405

$\times 10^2$

XTRK POS. (FT)      -95.42      -65.36      -35.30      -5.24      24.81  
 BIN RANGE (FT)      -172.42      -150.87      -129.31      -107.76      -86.21      -64.66      -43.10      -21.55      0.00

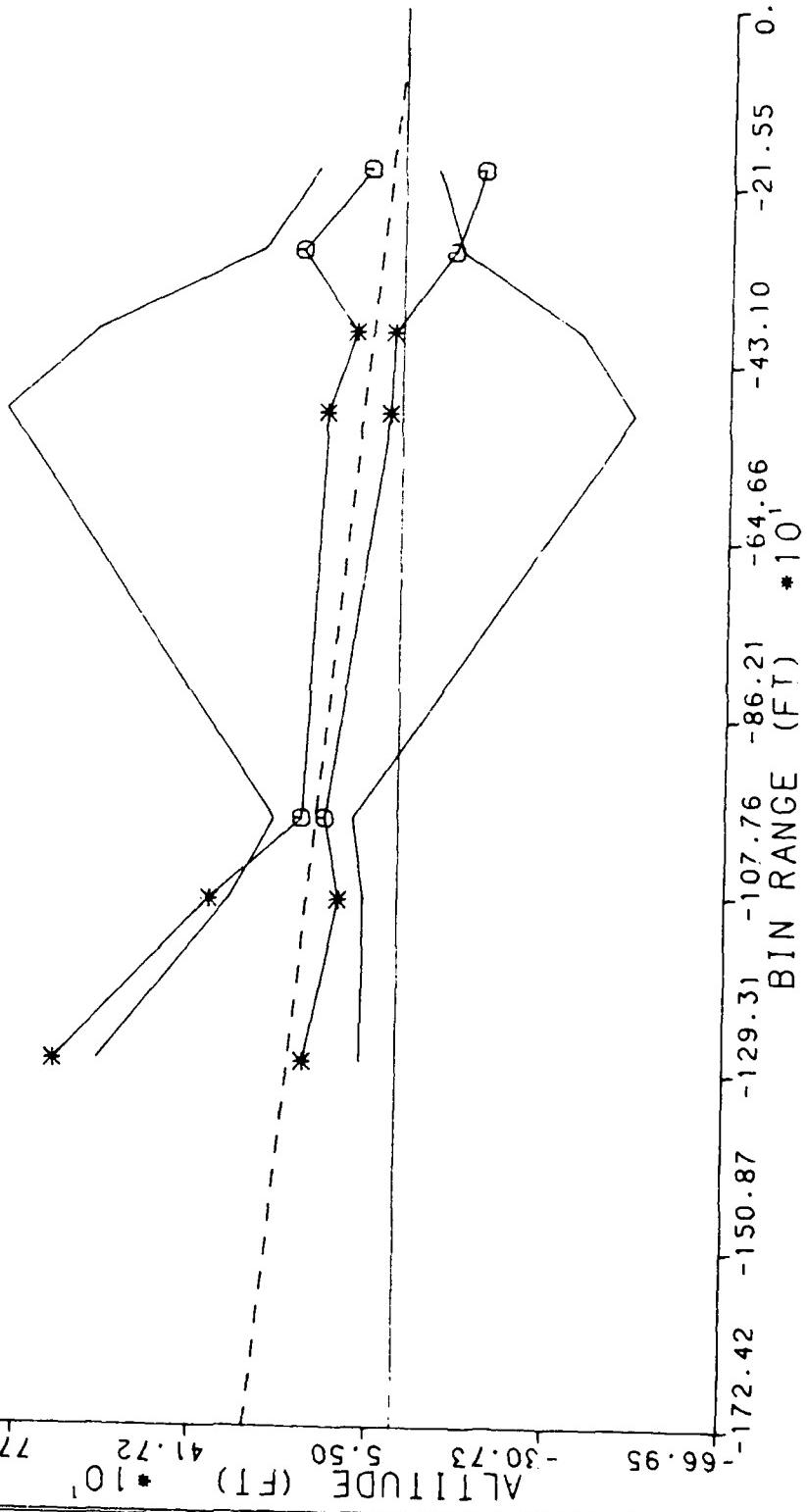


VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)

○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

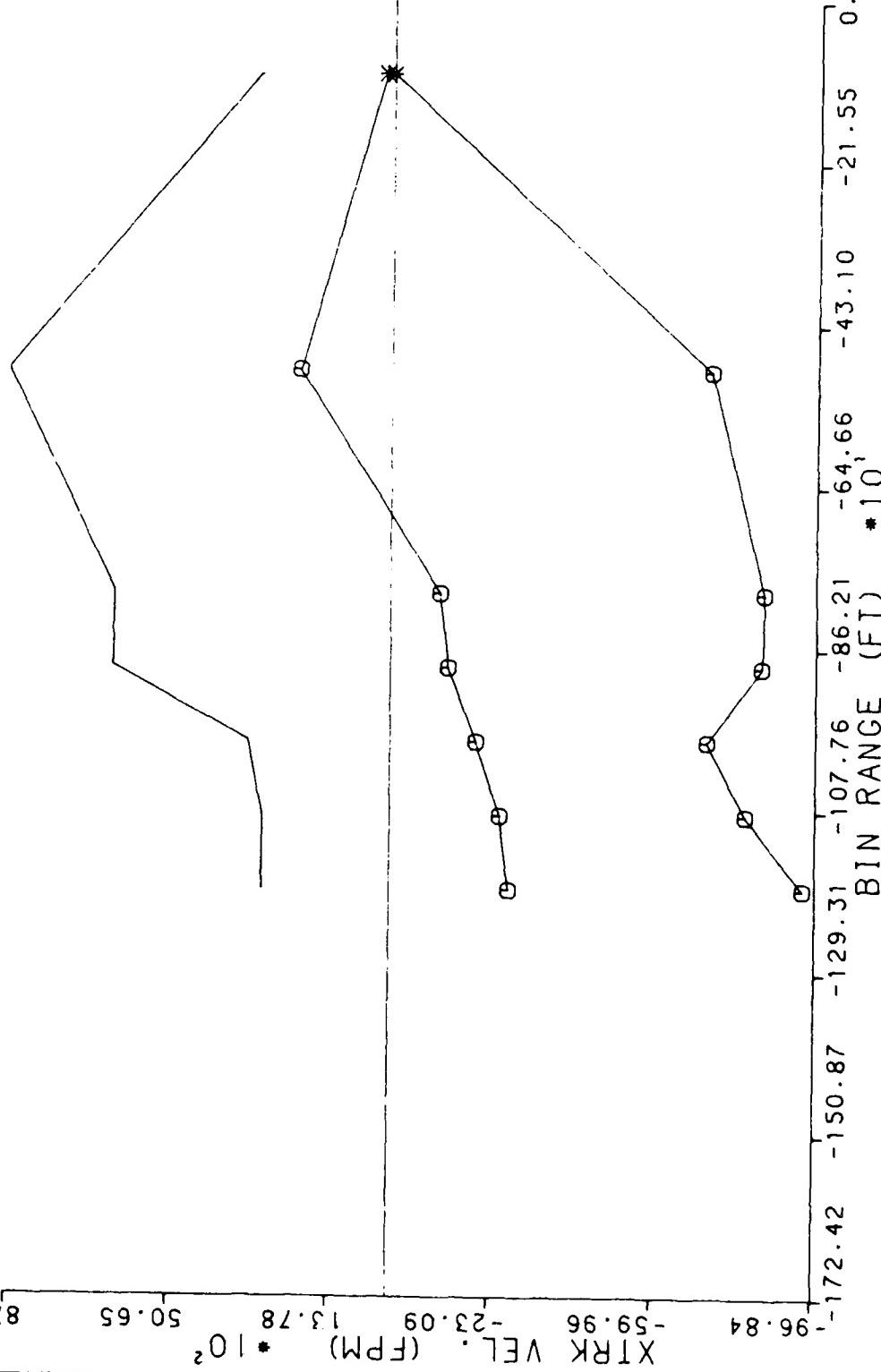
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED DEPARTURES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
Θ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

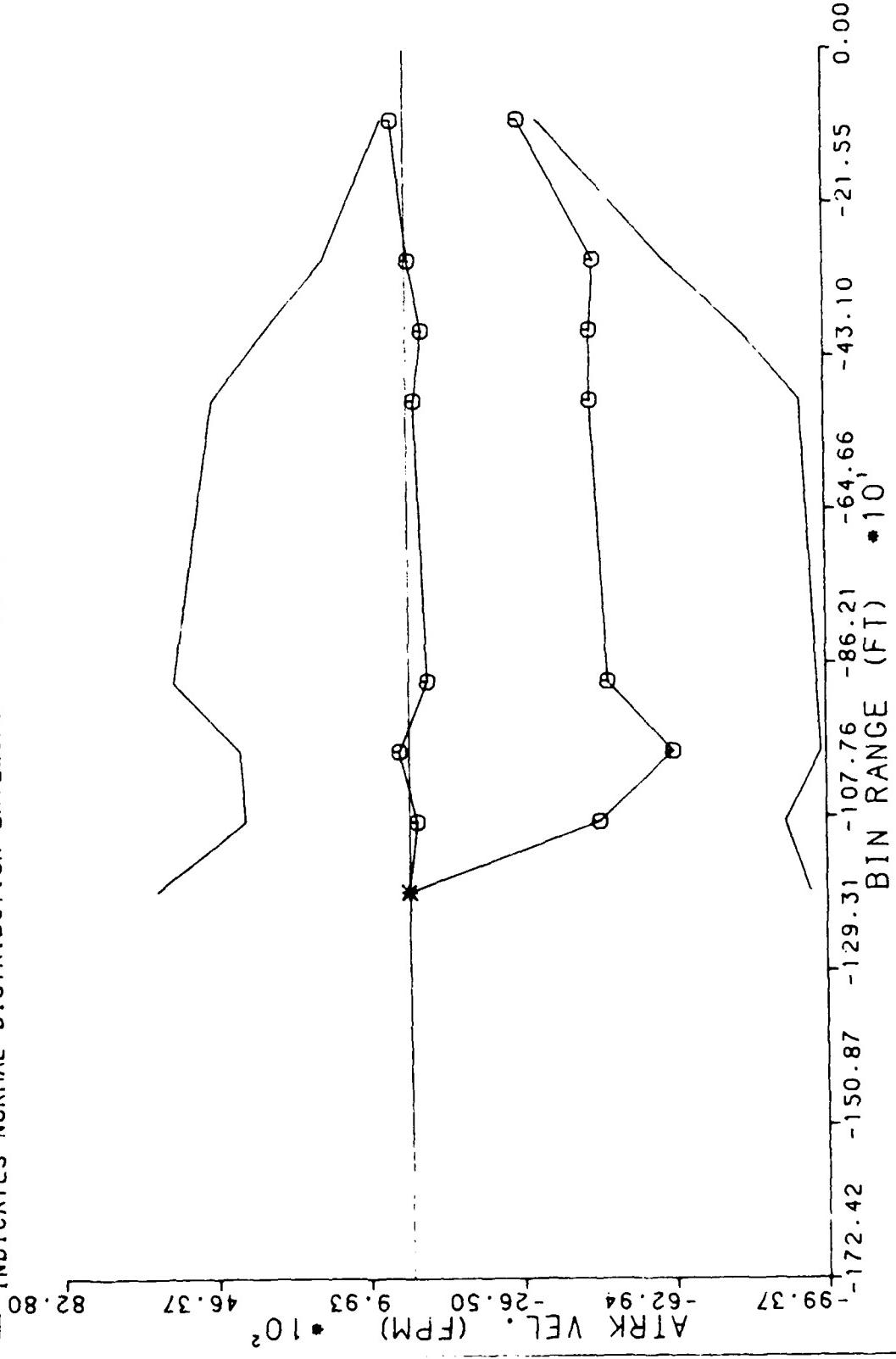
DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED DEPARTURES  
ALONG TRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
\* INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED AT FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08303  
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

\*INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, N.J. 08405

VERT. VEL. (FPM) \* 10<sup>2</sup>

-16.67	-6.36	3.96	14.27	24.58	34.89
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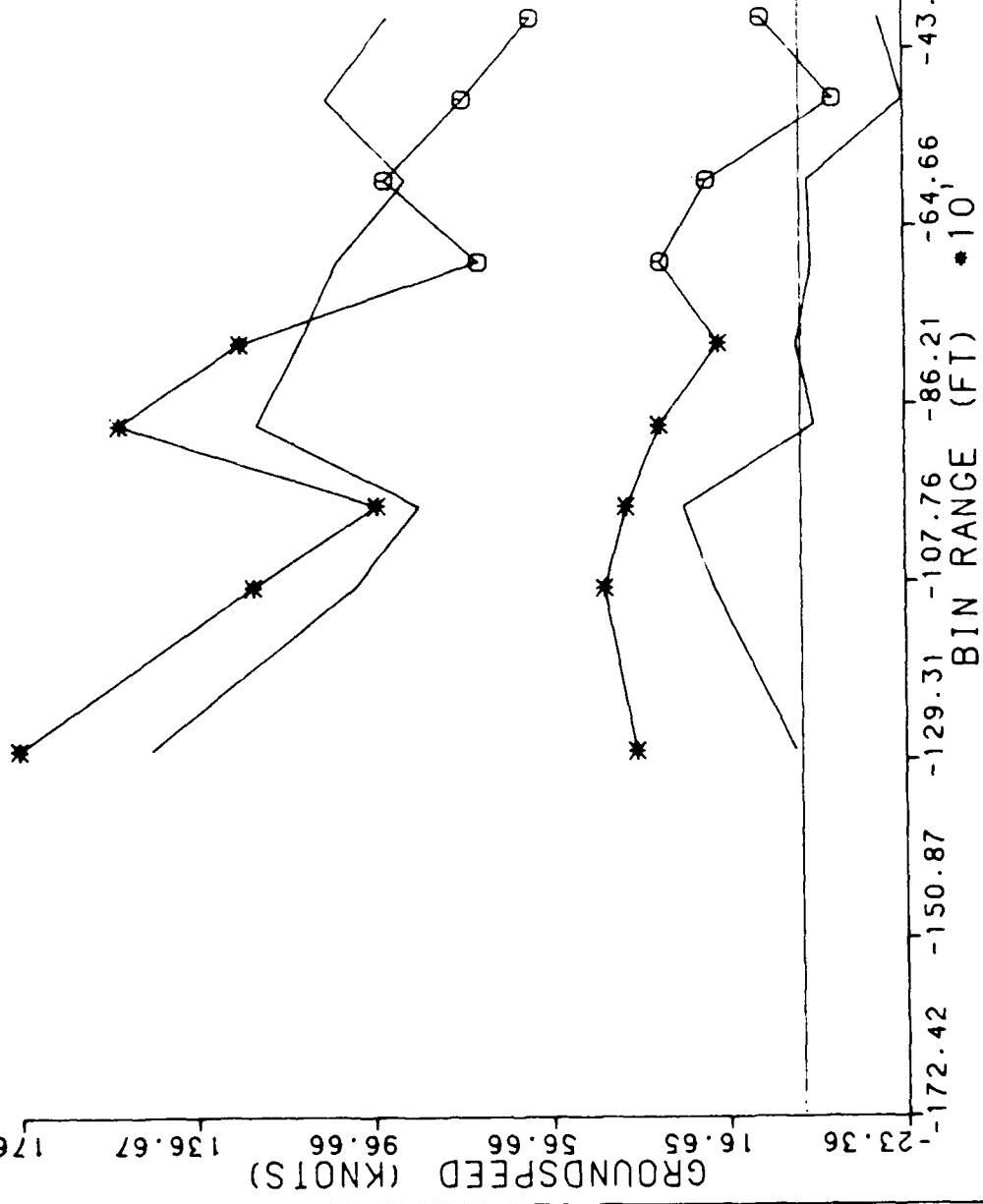
BIN RANGE (FT)

-172.42	-150.87	-129.31	-107.76	-86.21	-64.66	-43.10	-21.55	0.00
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

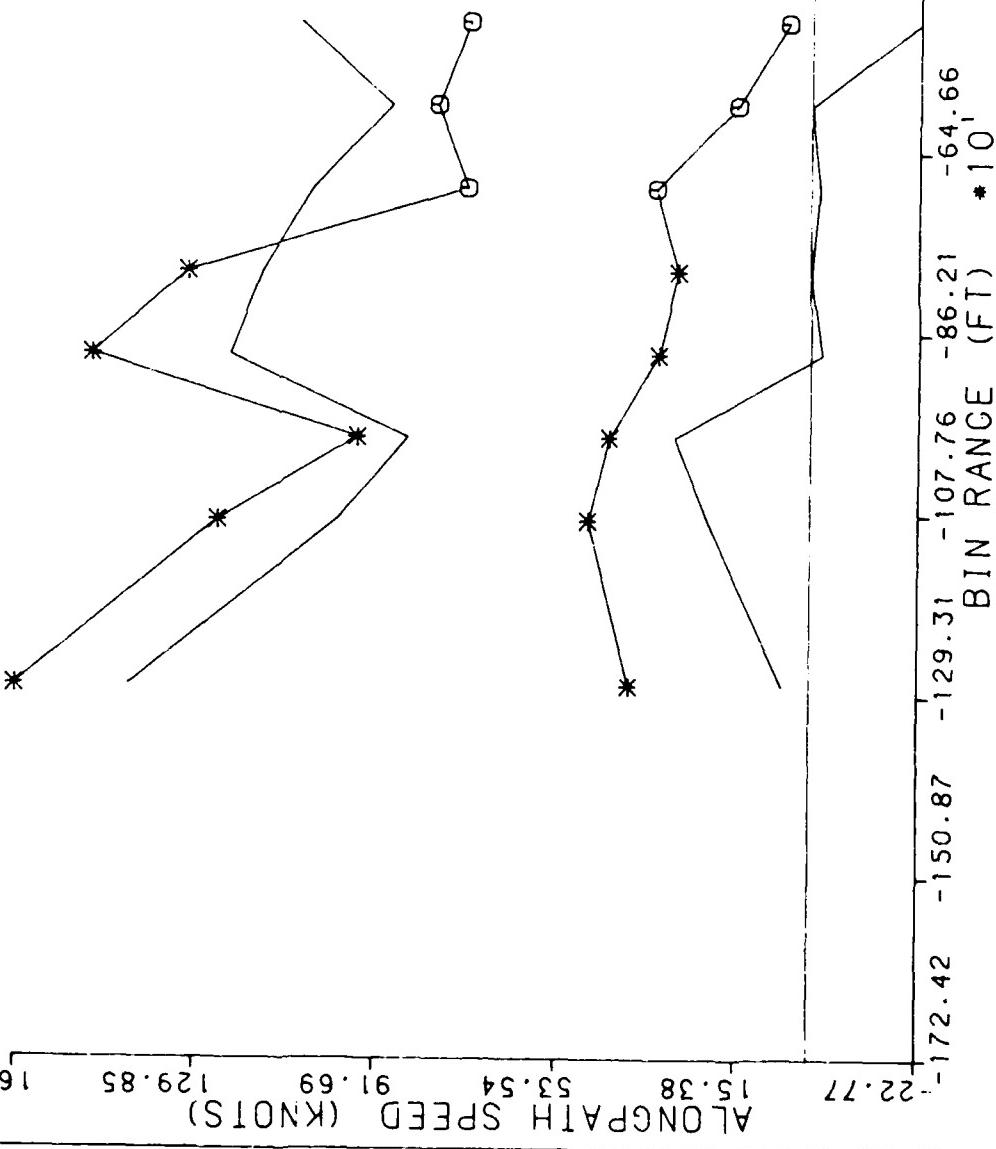
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED DEPARTURES  
ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY PAX TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08405

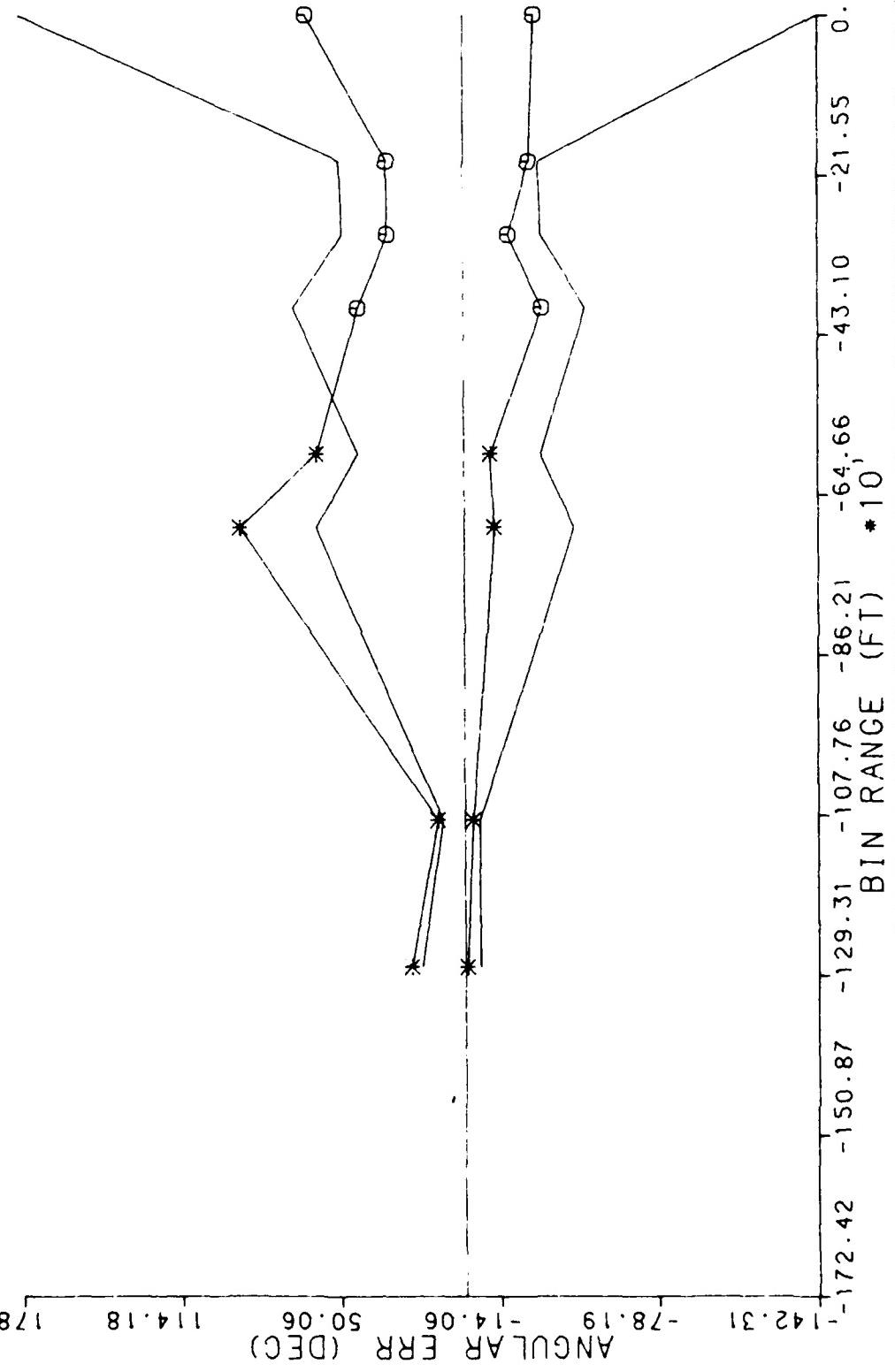
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEC) VS. BIN RANGE (FT)  
 ( ) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 - - - INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
 ATLANTIC CITY AIRPORT, NJ OR 435

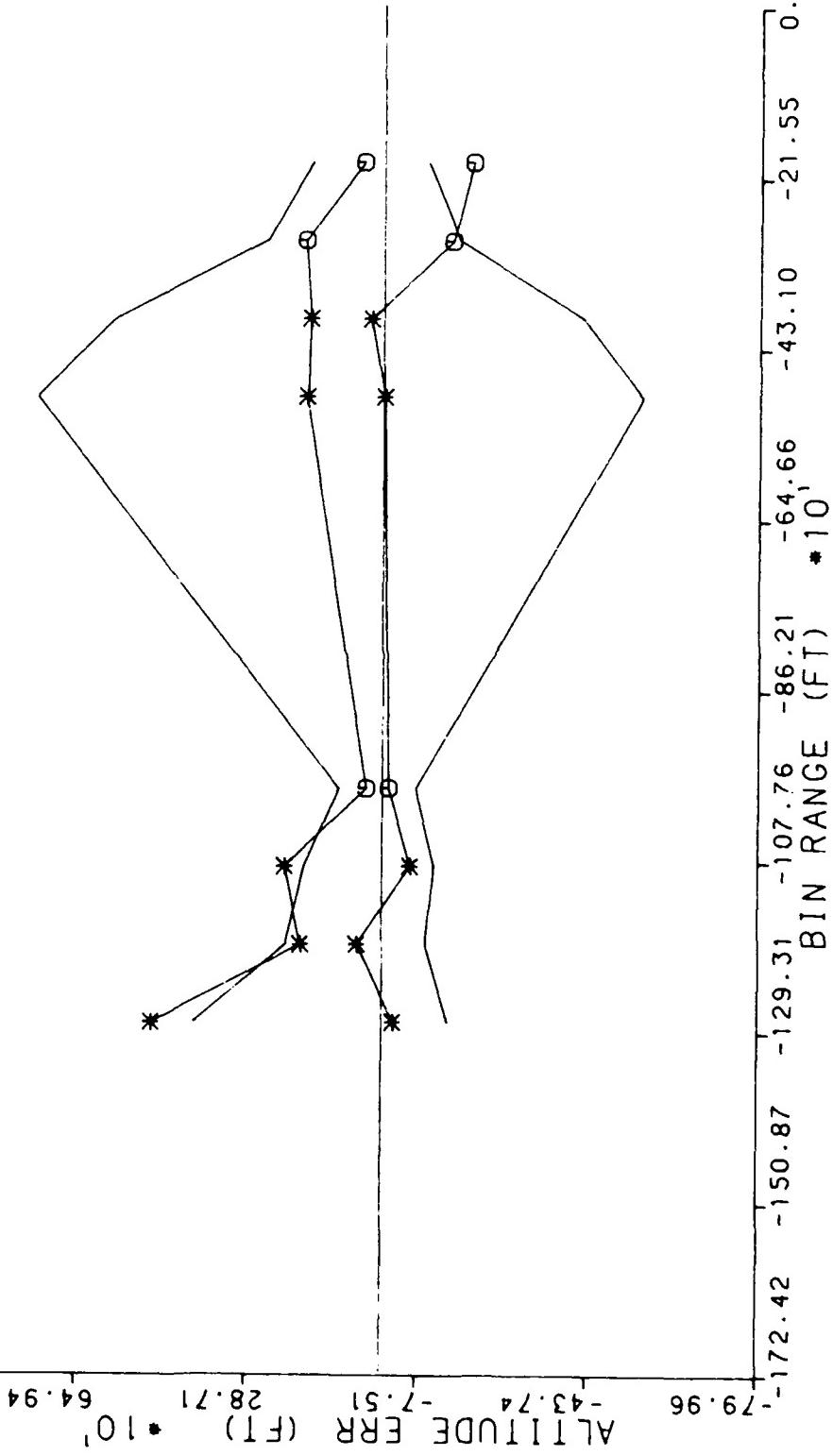
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
10 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
② INDICATES NORMAL DISTRIBUTION ENVELOPE

DATA PROCESSED BY FAA TECHNICAL CENTER  
ATLANTIC CITY AIRPORT, NJ 08005

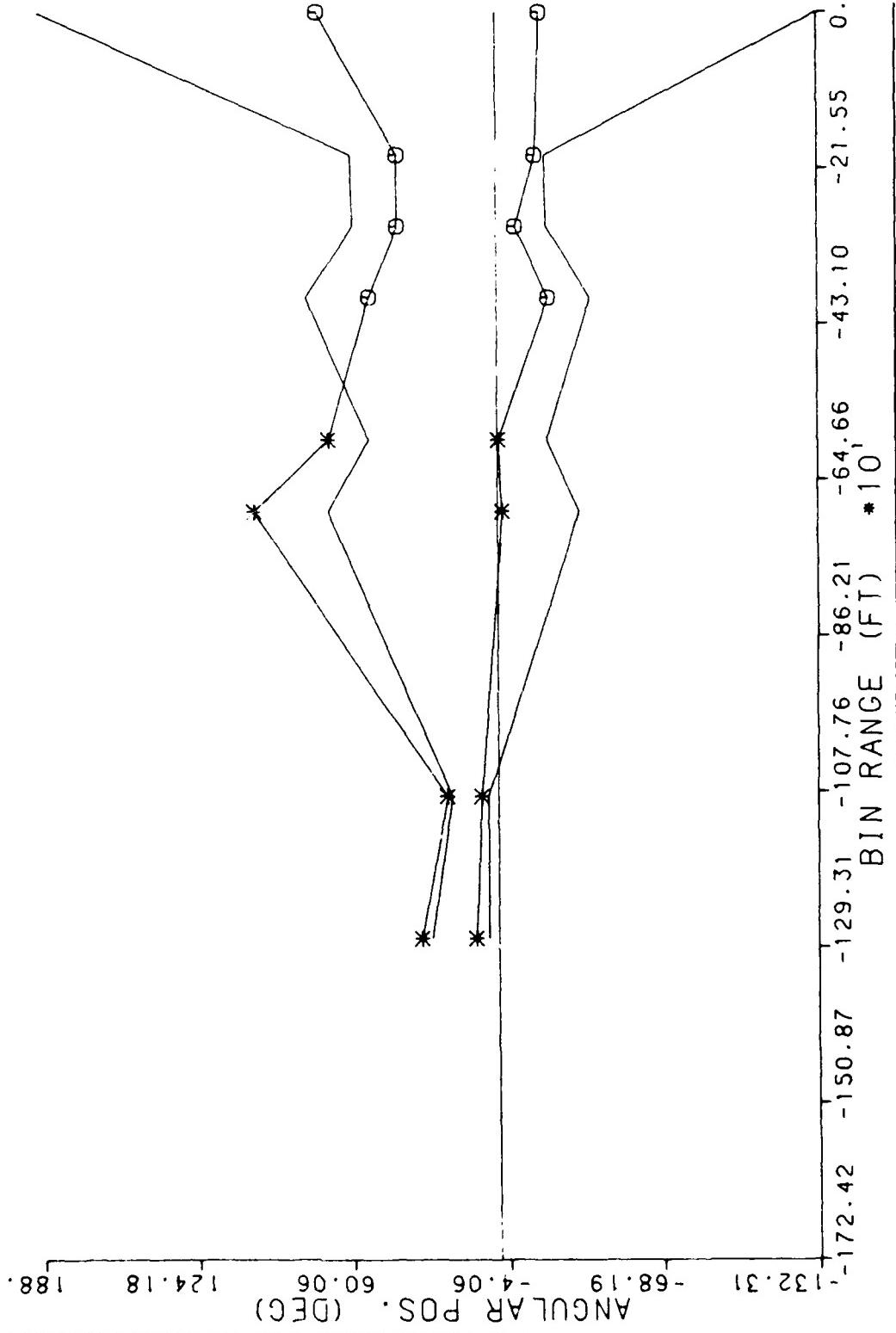
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 10 DEGREE CURVED DEPARTURES  
 ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 \* INDICATES NORMAL DISTRIBUTION ENVELOPE

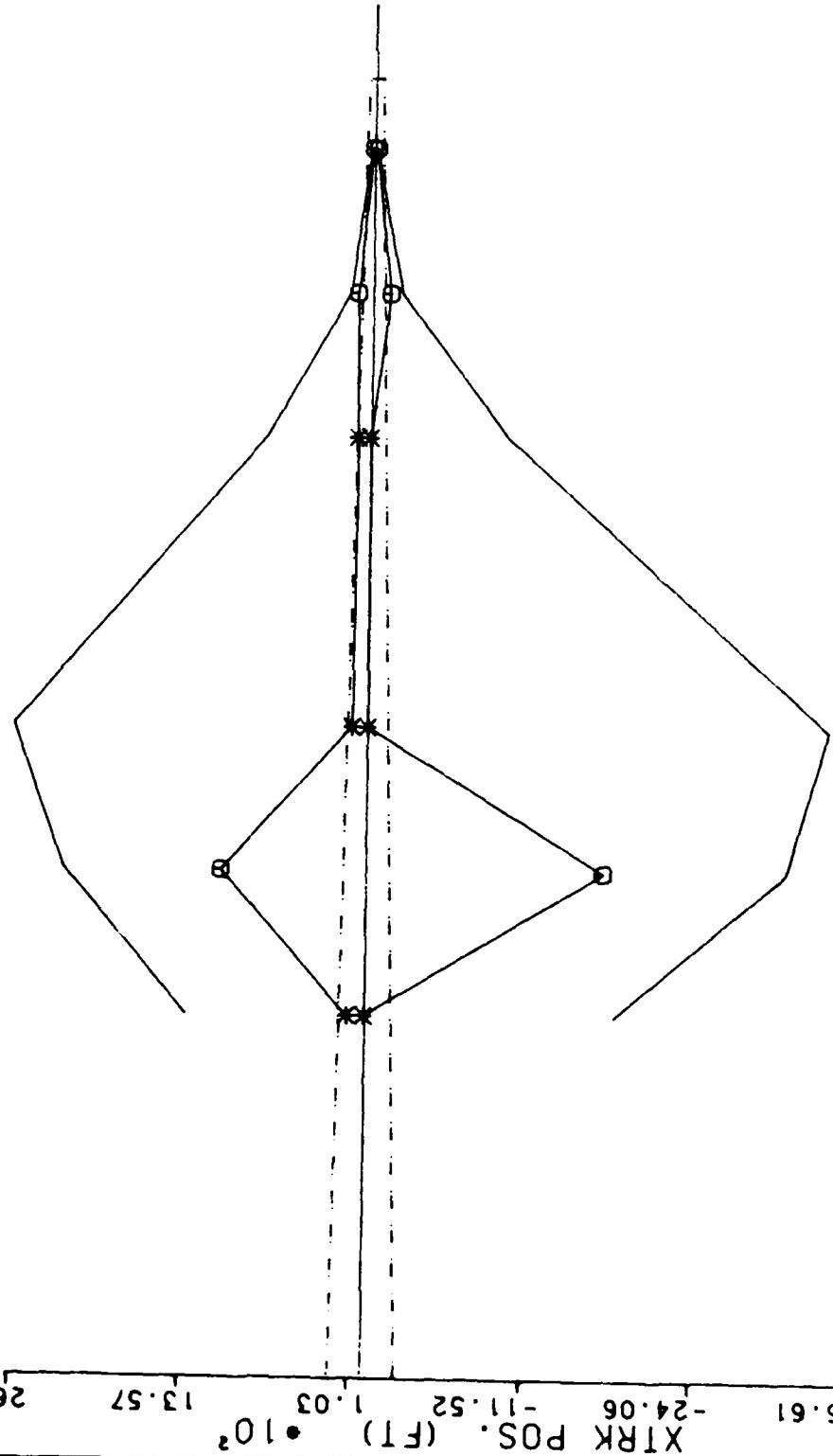
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\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 12 DEGREE CURVED DEPARTURES  
 CROSSTRACK POSITION (FT) VS. BIN RANGE (FT) -- INDICATES FAA APPROACH SURFACE.  
 ○ INDICATES BETA DISTRIBUTION RANGE LIMIT      \* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE      ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY

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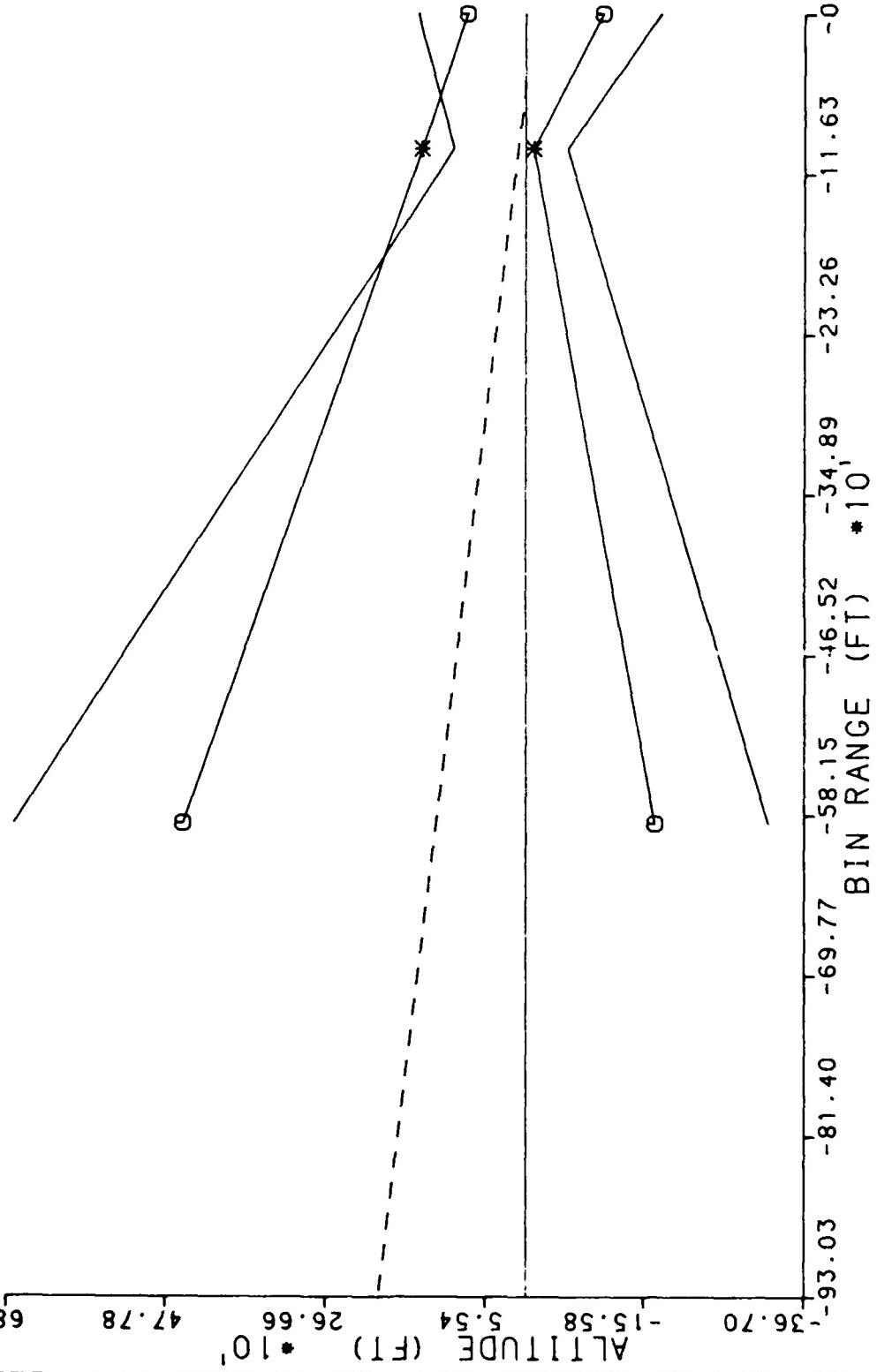


XTRK POS. (FT) • 10 <sup>2</sup>	BIN RANGE (FT)
-36.61	-93.03
-24.06	-81.40
-11.52	-69.77
1.03	-58.15
13.57	-46.52
26.12	-34.89
*10	*10
-23.26	-23.26
-11.63	-11.63
-0.00	-0.00

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE CURVED DEPARTURES  
ALTITUDE (FT) VS. BIN RANGE (FT)  
— INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE CURVED DEPARTURES  
CROSSTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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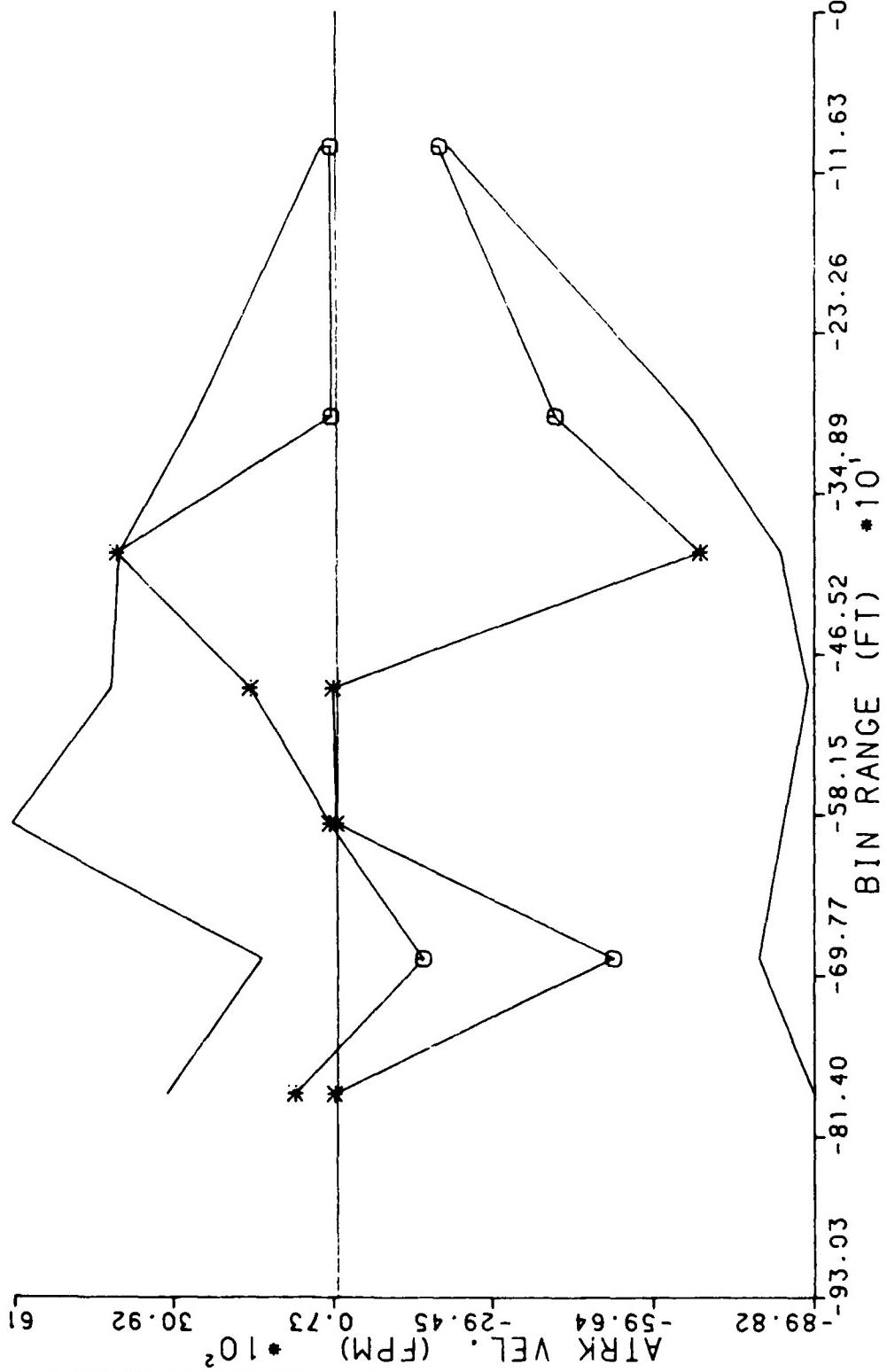
XTRK VEL. (FPM) \*  $10^2$

-93.03 -81.40 -69.77 -58.15 -46.52 -34.89 -23.26 -11.63 -0.00  
BIN RANGE (FT) \*  $10^1$

VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE CURVED DEPARTURES  
ALONGTRACK VELOCITY (FPM) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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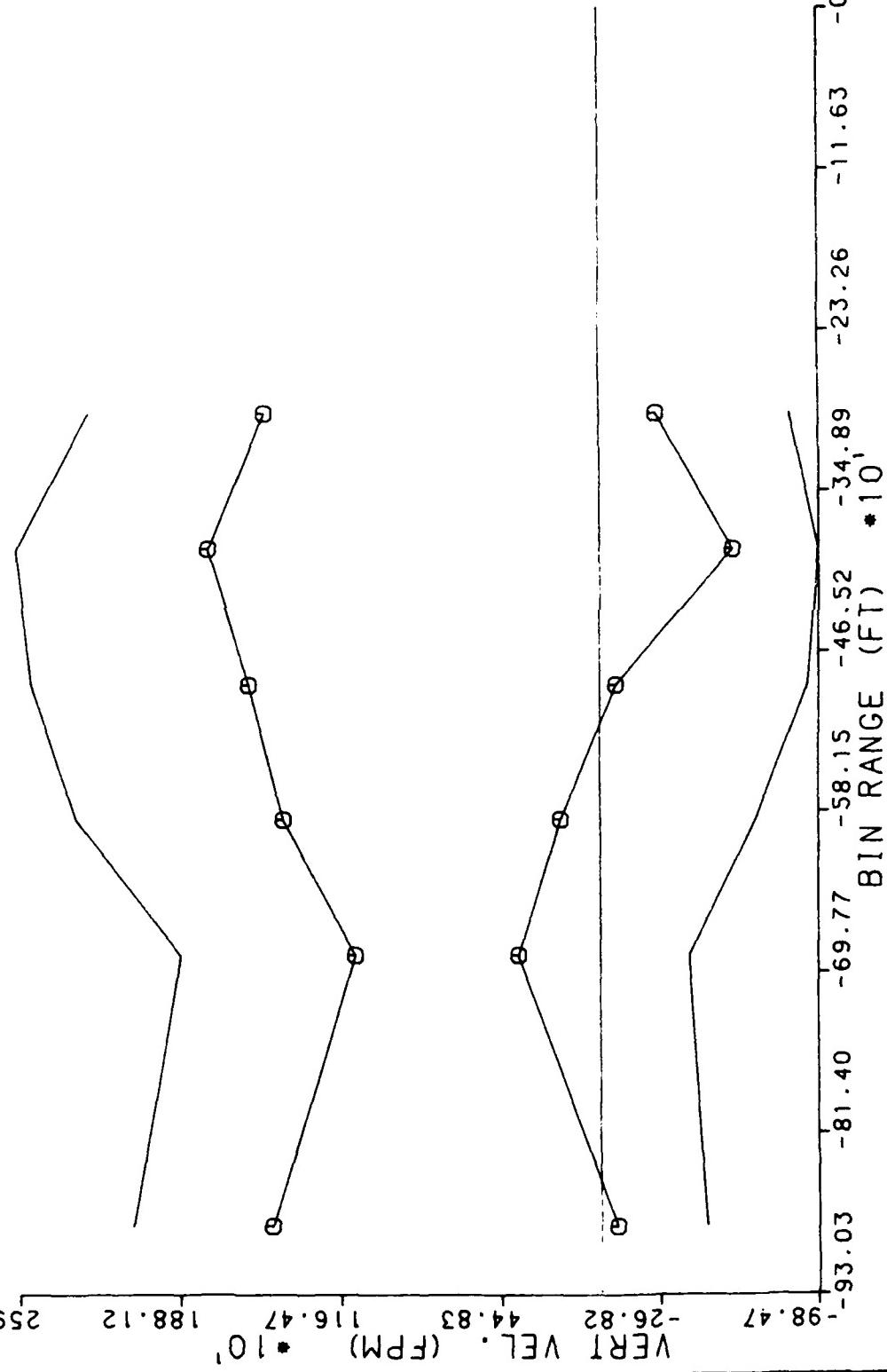
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE CURVED DEPARTURES  
VERTICAL VELOCITY (FPM) VS. BIN RANGE (FT)  
① INDICATES BETA DISTRIBUTION RANGE LIMIT  
→ INDICATES NORMAL DISTRIBUTION ENVELOPE

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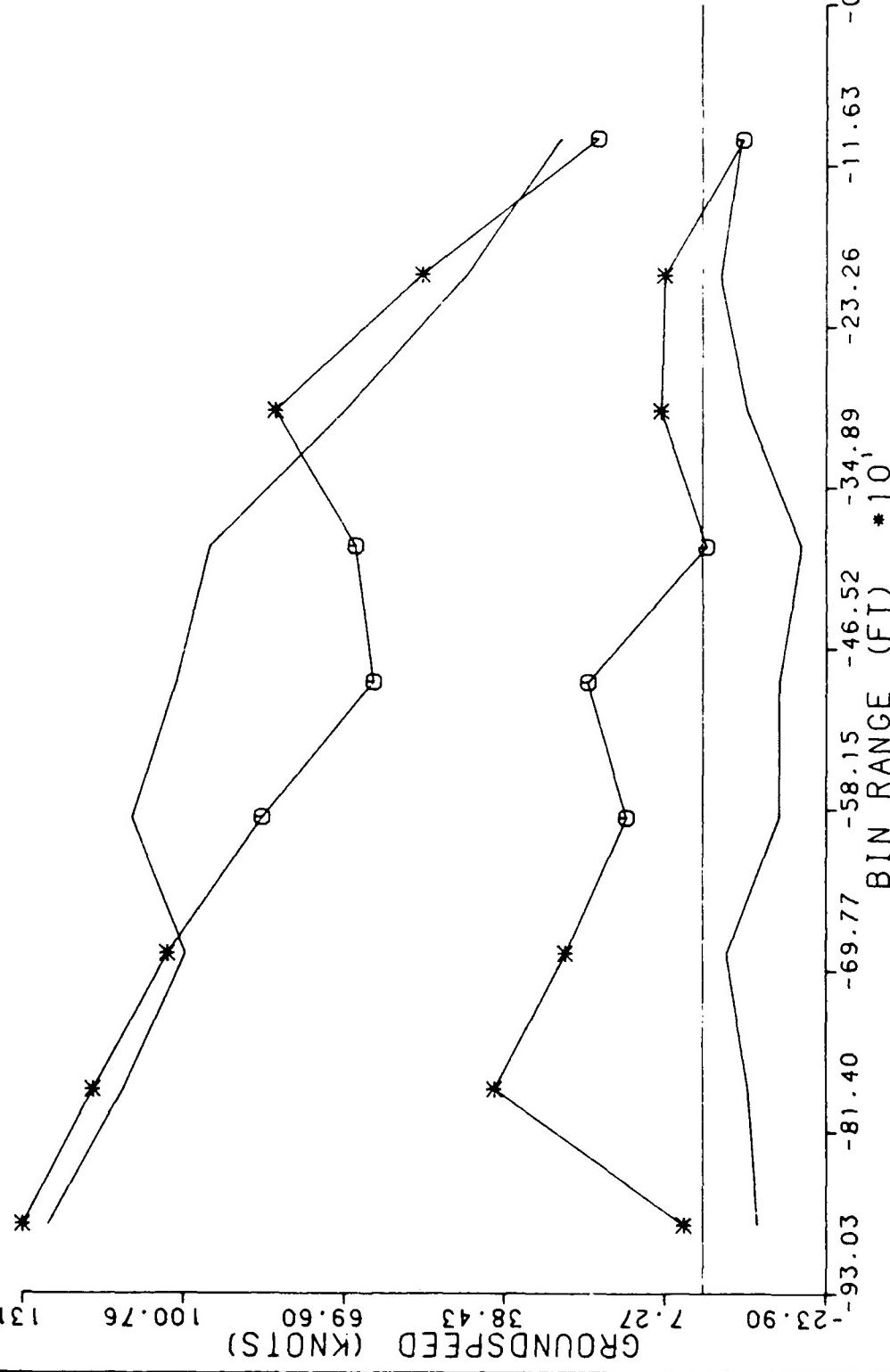
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE CURVED DEPARTURES  
GROUNDSPEED (KNOTS) VS. BIN RANGE (FT)  
O INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

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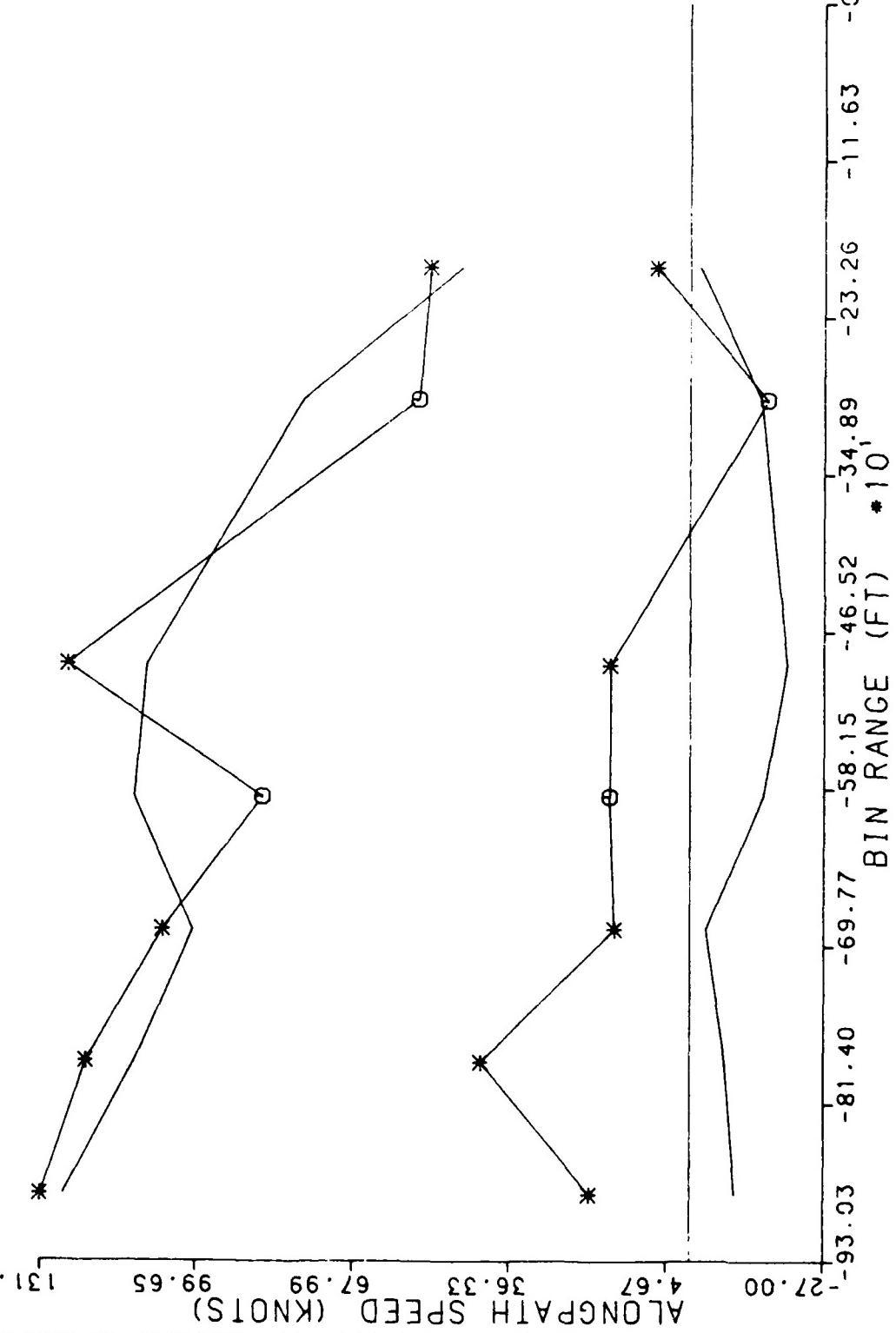
\* INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 12 DEGREE CURVED DEPARTURES  
 ALONGPATH SPEED (KNOTS) VS. BIN RANGE (FT)  
 (\*) INDICATES BETA DISTRIBUTION RANGE LIMIT  
 (o) INDICATES NORMAL DISTRIBUTION ENVELOPE

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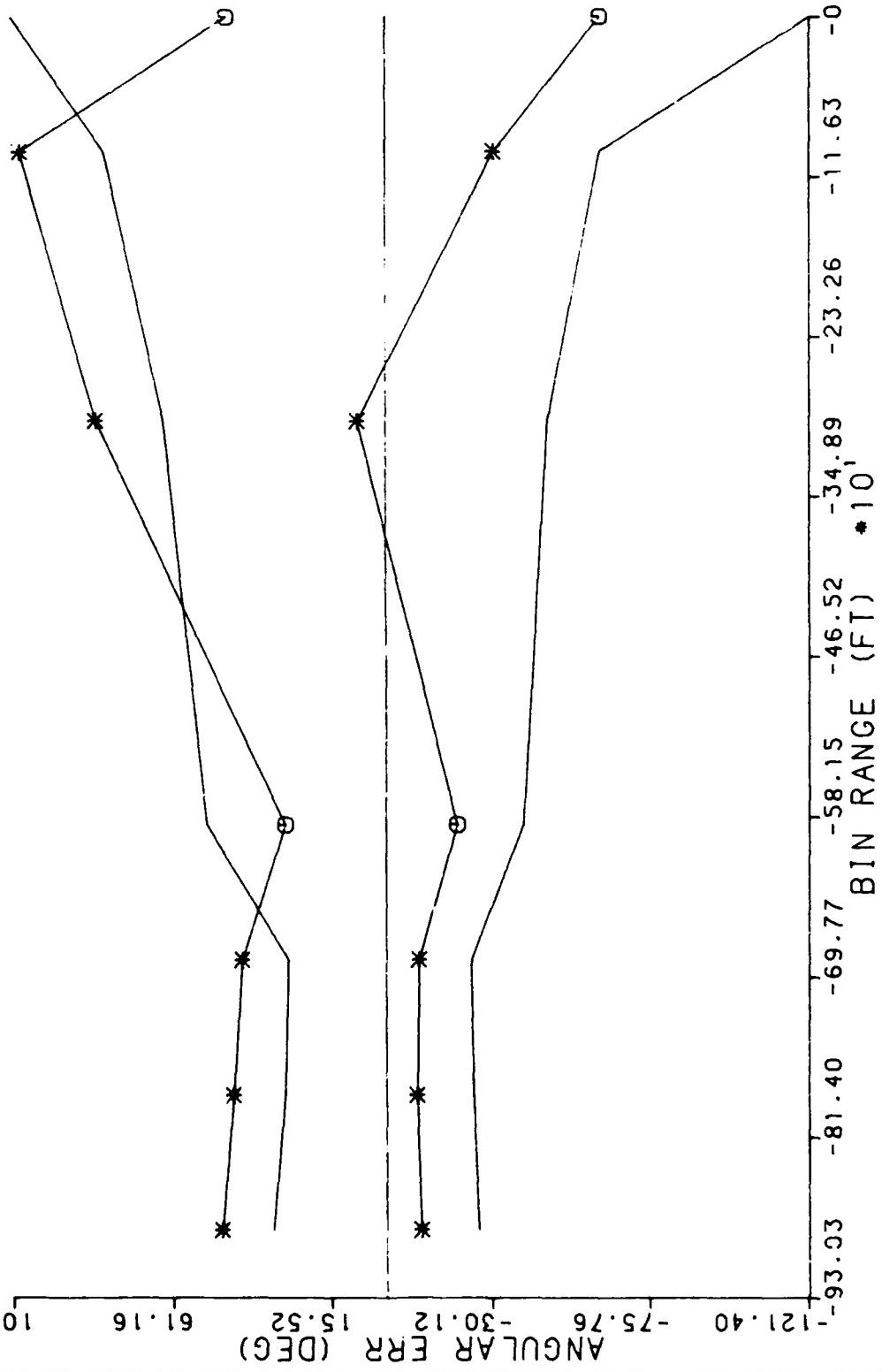
(\*) INDICATES GAMMA DISTRIBUTION RANGE LIMIT  
 ALL ENVELOPES ARE FOR 99.9999 % PROBABILITY



VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
 12 DEGREE CURVED DEPARTURES  
 ANGULAR ERROR (DEG) VS. BIN RANGE (FT)  
 O INDICATES BETA DISTRIBUTION RANGE LIMIT  
 — INDICATES NORMAL DISTRIBUTION ENVELOPE

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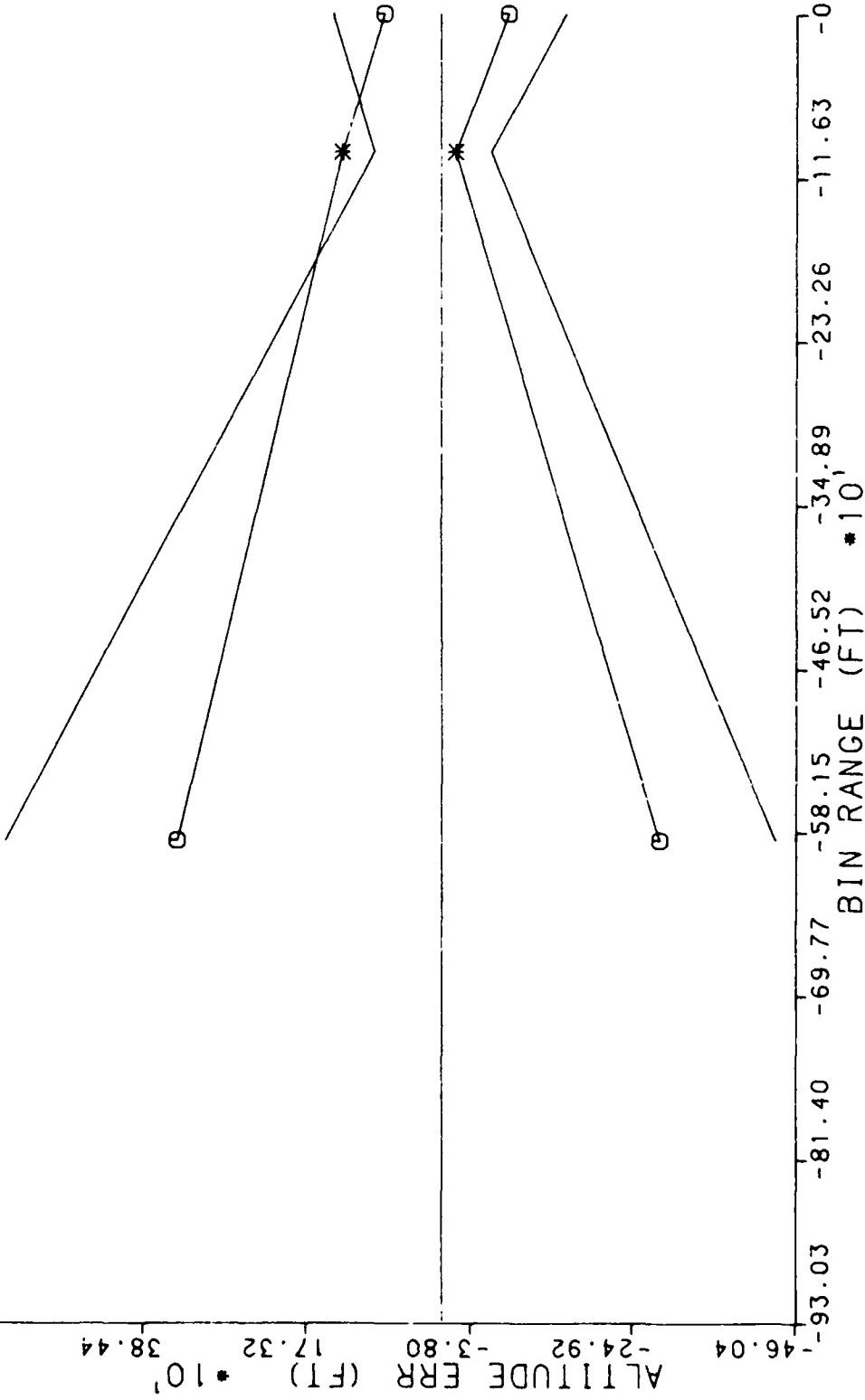
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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE CURVED DEPARTURES  
ALTITUDE ERROR (FT) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
— INDICATES NORMAL DISTRIBUTION ENVELOPE

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VMC DISTRIBUTION ANALYSIS-- ALL AIRCRAFT DATA  
12 DEGREE CURVED DEPARTURES  
ANGULAR POSITION (DEG) VS. BIN RANGE (FT)  
○ INDICATES BETA DISTRIBUTION RANGE LIMIT  
\* INDICATES NORMAL DISTRIBUTION ENVELOPE

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